

Voxair

AN AIRFORCE NEWSPAPER



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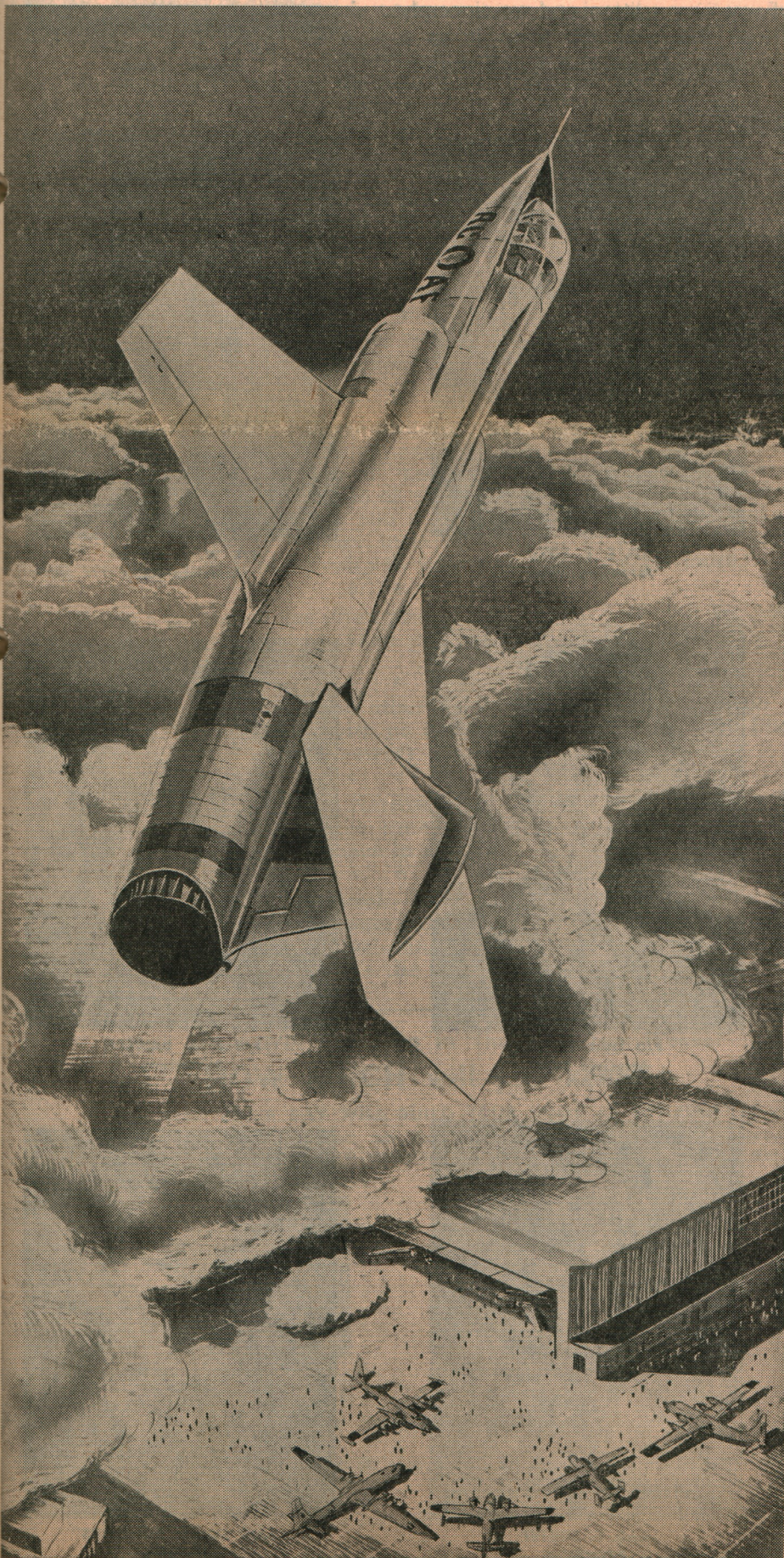
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VOL. 10, No. 28

WINNIPEG, MANITOBA

JULY 22, 1961

AIR FORCE DAY 1961



Welcome!

MESSAGE FROM THE COMMANDING OFFICER

It is with deep feeling of pride in our Service that I extend a warm welcome to all our friends and neighbors in the Winnipeg area, to our 1961 Air Force Day at Station Winnipeg.

We in the RCAF are proud of our close association with the cities of Winnipeg and St. James, and with all the other municipalities in southern Manitoba. We are proud too, of our own Service and wish today to show you something of the skill and technical competency of your modern Air Force.

This year our programme will be highlighted by a number of interesting ground activities including a performance by a team of skilled and safety conscious safe-driving experts, and a display of precision marching by our own Station Guard of Honour. The impressive flying display you shall see will again be climaxed by that superb team of aerobatic aces, the Golden Hawks.

It is my hope, and the hope of all



my staff, that you will have an enjoyable and interesting afternoon, and that you will become better acquainted with the men and women of the RCAF who are serving in the defence of our country.

J. F. MITCHELL, G/C,
Commanding Officer.



A traditional and familiar sight at RCAF Station, Winnipeg Air Force Day is the H34 helicopter in its role as a search and rescue craft. This year is no exception, and the H34 from 111-KU will again demonstrate its ability to save the lives of people in distress.



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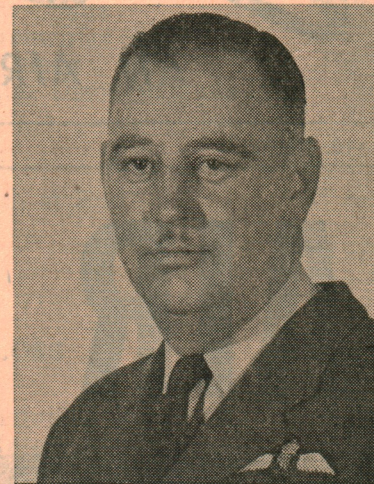
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Air Force Day Greetings From Voxair Staff

The Editor and staff of 'VOXAIR' take this opportunity of extending a warm and sincere welcome to visitors attending Air Force Day '61 at our station. Throughout the year, we try to bring personnel and dependents at Station Winnipeg an interesting, informative and accurate news medium. In Voxair, we feel that we are at least partially achieving this aim. It has been a pleasure to produce this special Air Force Day edition and we sincerely hope that you will keep it as a souvenir of your visit to the station.



W/C W. B. M. MILLAR
Honorary Editor

EDITORIAL CORNER

Our Day

Each year RCAF Stations throughout the world designate one day as Air Force Day, when the general public is invited to view the many and varied RCAF activities.

The value of this day to the public is considerable, for it provides the opportunity of viewing the current RCAF aircraft and learning first hand the assignments and ancillary jobs which are being performed each and every day at RCAF units throughout the world.

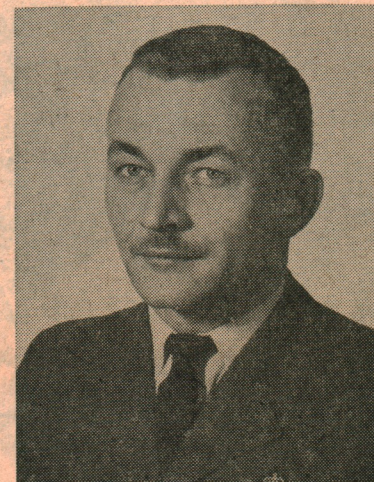
Station Winnipeg is a key base in the training programme of the RCAF and the composite unit at this base is responsible for all Search and Rescue activities in the Western zone which includes an area of approximately two million square miles.

Because of our training role and our search and rescue commitments our station is often in the news. But it is only through personal association with our personnel and by viewing our aircraft and associated equipment that the public can come to know and appreciate the roles and responsibilities that have been assigned to the peace time Air Force.

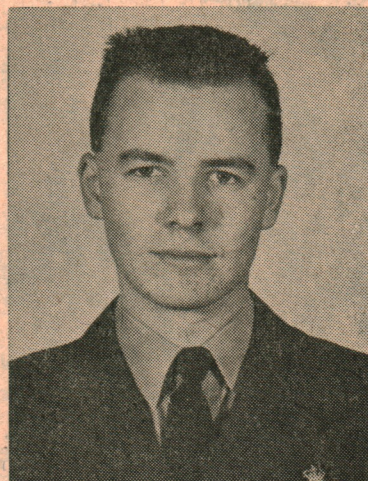
It is our individual and collective responsibility to ensure that every visitor to RCAF Winnipeg on Air Force Day is provided an opportunity to become familiar with the different units at Station Winnipeg.



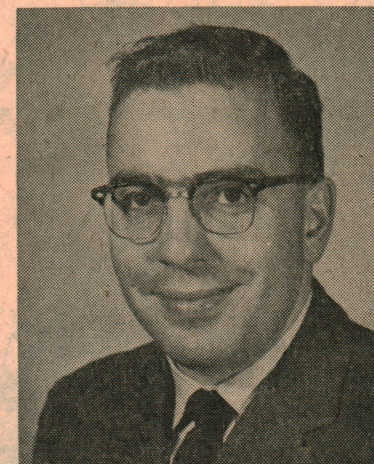
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Managing Editor



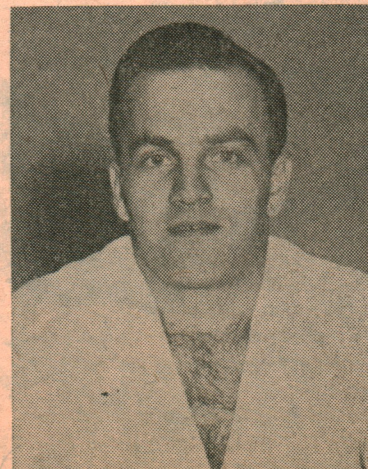
F/L W. A. GRYBA
Associate Editor



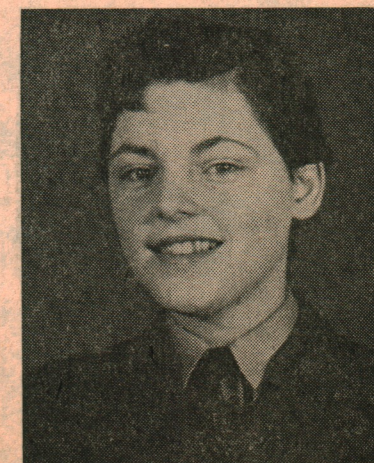
F/O DON WILSON
Associate Editor



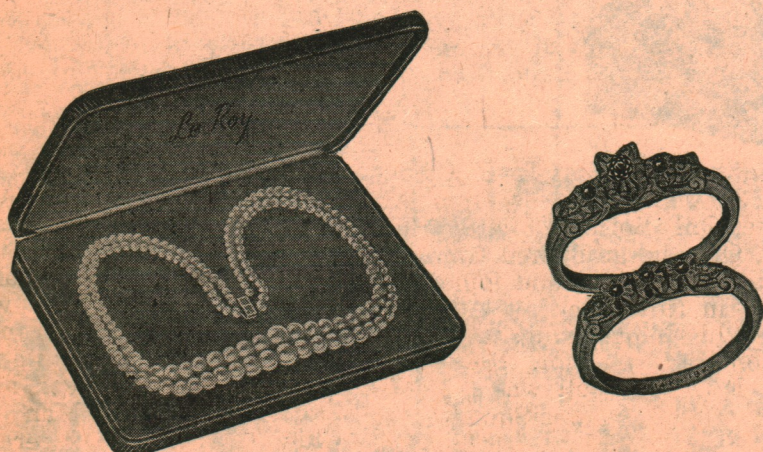
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And a happy Air Force Day to you! Whew—sure hope we can get this important day over with painlessly and without mishaps. Seems like each year we promise ourselves that next year we'll just be another spectator—but it always turns out that we wind up with a few things to do — most of which take a full week to complete. Ah well, they say that work makes work—so maybe that explains it!

* * *

BOYISH BERT SAYS: "Many a girl owes the fact that she's a prominent figure to a prominent figure!"

* * *

A special round of applause to the Volunteer Precision Drill Team for their long hours of spare time work in preparing for their show—they've been out on the parade area every morning at 7 A.M. for weeks now—putting in an hour's hard rifle slinging before going to work at 8 A.M. A real bunch of TIGERS there!

* * *

We note with gratitude that the little road west from the chapels has been fixed up. No more dust for the residents of the area. Thanks sincerely on their behalf.

* * *

EXECUTIVE ERIC SAYS: "A legal secretary is any secretary over eighteen!" (Izzat so buddy?)

* * *

We noted with interest the new show "Tandem" on Channel Three the other night. They did a feature on the RCAF—we found out things that we didn't know about our service. Good show really—stars are Bill Guest and Mary Liz.

* * *

Dropped in at the "Guvnor's Club" in the Viscount Gort last week—a most pleasant place. Food seems good, and prices are right—an excellent piano man keeps things tinkling along. Must go back soon.

* * *

Had a very unpleasant run-in with some of the local "story tellers" a while ago. Always amazes us how some people seem to do nothing but try to dig up muck to sling around at people. We just can't see it—but it takes all kinds—or does it? We'd prefer not to know THAT kind—how about you?

* * *

Greetings to our Air Force visitors . . . we hope that you will leave the station with a better understanding of what we in the RCAF are doing in our day-to-day job of "keeping the peace". We also extend the hand of friendship to those of you who are reading our column for the first time. Hope it gives you a refreshing slant on the life of Air Force types—it really is very little different from any other, except that we have a few more rules to follow and travel a bit more.

* * *

Being a southpaw has often proved awkward for us—but we notice that at least one bank has taken pity — they are now producing left handed cheque books.

* * *

Saw a real crazy ad the other day: Position Wanted: Steno job wanted—by young blonde with no bad habits—willing to learn. Phone Sylvia at DU 7-4721. (No answer).

* * *

Took a trip out to Sioux Narrows, Ont. last weekend—caught a few fishes, a cold, and had a fine time visiting with our Mom and Dad. Kinda nice to see "family" once in a while.


* * *

Well—so much for this week—have fun at Air Force Day—we hope that you will see what you came out to see, and do what you came out to do—within reason of course!—and remember the old pilot's saying: "It isn't the fall that hurts, it's the sudden stop at the bottom!"


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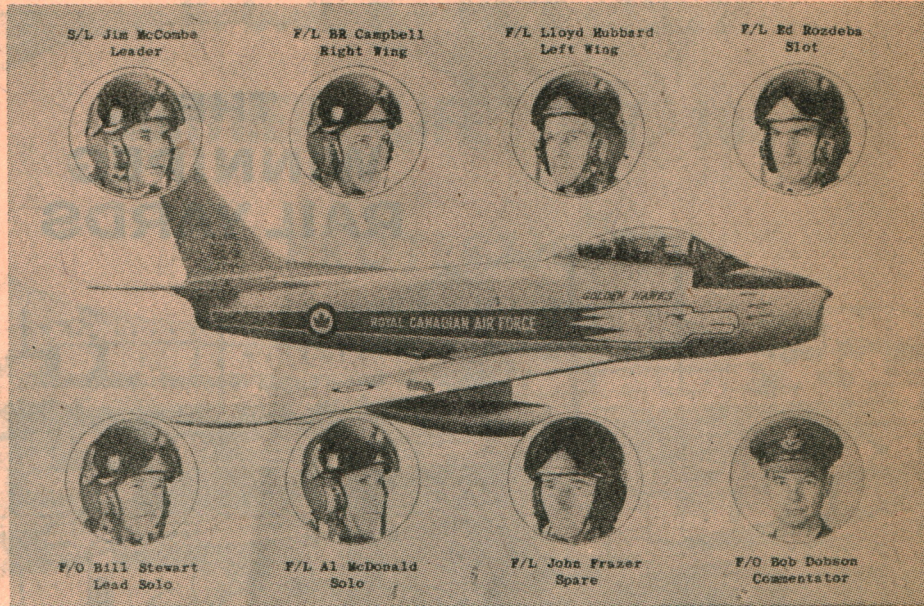
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THE GOLDEN HAWKS



The Golden Hawks—the RCAF's precision aerobatic team of highly skilled pilots flying gold, red and white Sabre jets — began captivating Canadian audiences in 1959.

Formed to mark the 35th anniversary of the RCAF and the Golden Anniversary of Powered Flight in Canada, the team performed in 65 shows in 1959 and were seen in action by millions of Canadians. In 1960, they were seen by millions more in 67 performances at 40 locations. Back again in 1961, the Golden Hawks will perform at Air Force Days and civic air shows from coast to coast.

The seven pilots of the team are all seasoned flyers. All have flown in Europe with Sabre squadrons of the RCAF's NATO Air Division.

Exhibitions by the Golden Hawks consist of both formation and solo flying. Taking their cues from the team leader, they whip through a series of graceful aerial manoeuvres. Their air shows are usually climaxed by the famous bomb-burst and cross-over which takes them high into the sky trailing streams of red, white and blue smoke, and then brings them swooping down from the four points of the compass to cross paths at low level.

Squadron Leader J. D. (Jim) McCombe, 28, leader of the Golden Hawks hails from Fredericton, N.B. Born in Summerside, P.E.I., and a graduate of Soo Collegiate, Sault Ste. Marie, Ont., he joined the Air Force in September 1951, and received his pilot's wings at RCAF Station Centralia, Ont., in August, 1952. From July, 1953, to March, 1957, he piloted Sabres with 434 Fighter Squadron at 3 Fighter Wing, Zweibrucken, Germany. S/L McCombe has been with the Golden Hawks since the group's formation in 1959.

Flight Lieutenant B. R. Campbell, 29, right wing, is from Almonte, Ont. Born at Fitzroy Harbour, Ont., he graduated from Almonte High School and joined the RCAF in November, 1951. He received his pilot's wings at RCAF Station Centralia, Ont., in October, 1952. F/L Campbell was a Sabre pilot with 430 Fighter Squadron at 2 Fighter Wing, Grostenquin, France, from September, 1953, to January, 1957. Prior to being selected for the Golden Hawks, he was a recruiting officer in Ottawa.

Flight Lieutenant Lloyd J. Hubbard, 38, left wing, was born in

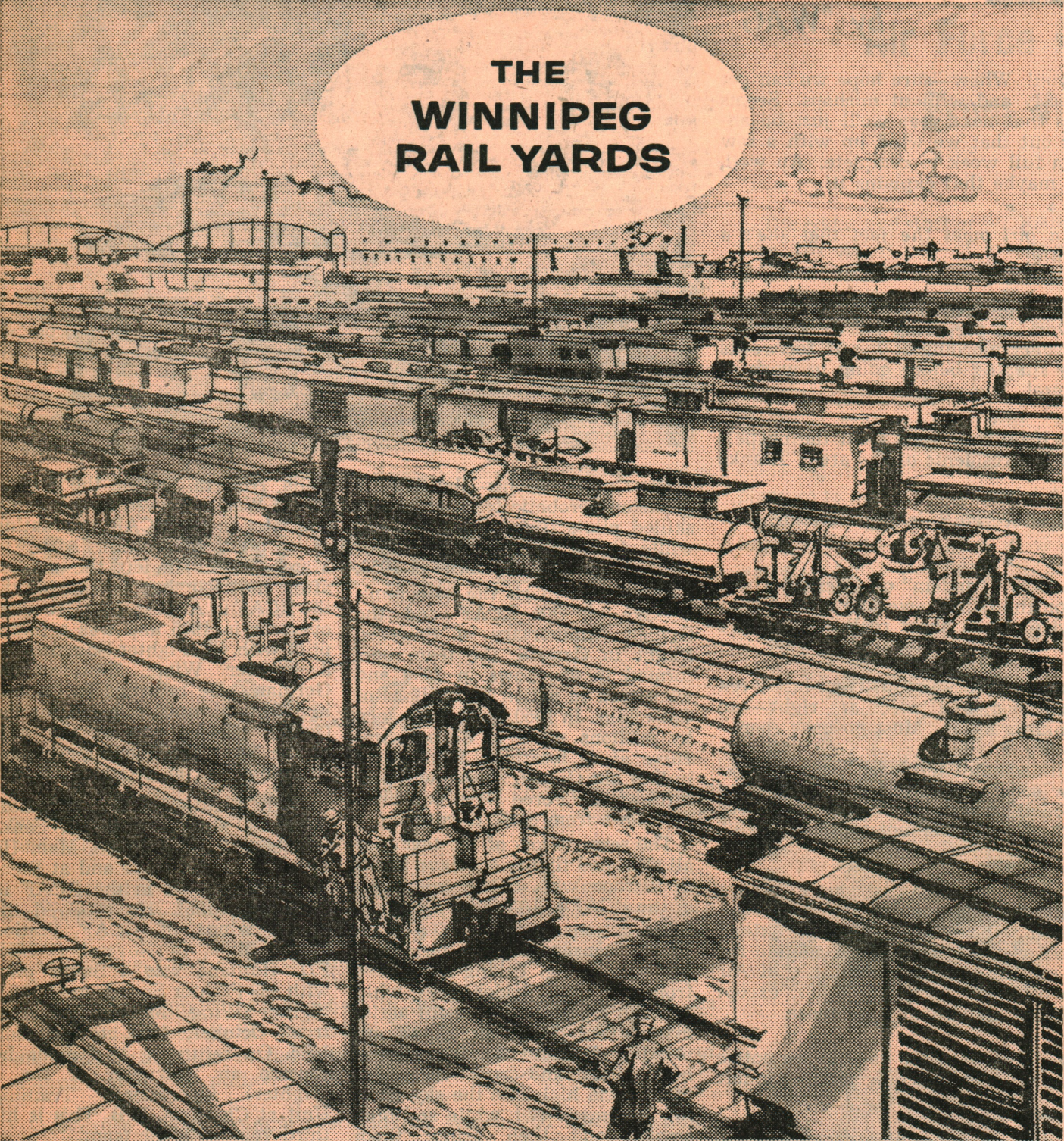
Delia, Alberta. During the Second World War he served in the Army and later in the RCAF, graduating as a pilot at Vulcan, Alta., in March, 1944. He left the service after the war but re-enlisted in the RCAF in August, 1948. He went overseas in 1955 and was a Sabre pilot with 427 Fighter Squadron at 3 Fighter Wing, Zweibrucken, Germany. He returned to Canada in 1959, and, until selected for the Golden Hawks, was on the staff of the No. 1 (Fighter) Operational Training Unit at Chatham, N.B.

Flight Lieutenant E. J. (Ed) Rozdeba, 29, slot, of Bienfait, Sask., was born in Minnedosa, Man. He attended school there and at Bienfait and enlisted in the RCAF in December, 1951. He received his pilot's wings at RCAF Station Gimli, Man., in November, 1952. F/L Rozdeba was a Sabre pilot with 439 Fighter Squadron at No. 1 Fighter Wing, Marville, France, from October, 1953, to October, 1956. On returning to Canada he became an instructor at No. 1 (Fighter) Operational Training Unit at Chatham, N.B. This is his third year with the team.

Flight Lieutenant W. C. (Bill) Stewart, 27, lead solo, is from Dalhousie, N.B. Born and educated in Dalhousie, he joined the RCAF in August, 1953, and was awarded his pilot's wings at RCAF Station Gimli, Man., in September, 1954. He flew T-33 and Sabre jets with 434 Fighter Squadron at 3 Fighter Wing, Zweibrucken, Germany, from May, 1955, to May, 1957. After attending the Flying Instructors' School at RCAF Station Trenton, Ont., he became a staff instructor at 3 Advanced Flying School, Gimli. F/L Stewart has been with the Golden Hawks since the group's formation in 1959.

Flight Lieutenant A. F. (Al) McDonald, 32, solo, is from Barrie, Ont. Born in Toronto, he is a graduate of the Barrie Collegiate. Joining the RCAF in February, 1948, he received his pilot's wings at RCAF Station Centralia in August, 1949. He was on the staff of the Pilot Gunnery School at RCAF Station Macdonald, Man., and was Chief Operations Officer with an Auxiliary Squadron in Montreal prior to being transferred to the RCAF's 3 Fighter Wing at Zweibrucken, Germany, in August, 1957, where he was a Sabre pilot

(Continued on page 6)



THE WINNIPEG RAIL YARDS

MANITOBA'S OWN

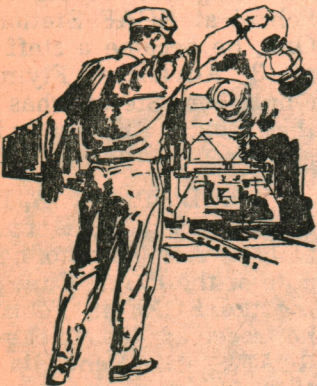
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By WO1 J. W. VAN BUSKIRK

MAN'S BEST FRIEND

My police dog turned corrupt! I don't know what the temptation was but I do know that he sold me out to the tune of about \$65.00. I'll fill you in with the background which is relatively stupid.

I had been leaving the dog in the car all night while living in a motel awaiting my furniture to arrive from a previous unit. It seemed a prudent thing to do in view of the fact that I wasn't allowed to keep him in the motel with me. Plus the fact that he looked impressive sitting up there in the front seat glancing to the right and left regularly like a true blue sentinel. As a matter of truth I was rather proud of his aggressive appearance and several people spoke to me about what a capable watch dog he made. I guess I got so I believed them and started carelessly leaving valuable articles in the unlocked car.

He barked a few times during the nights and I smiled and rolled over in bed thinking what a smart guard I had on duty. Now I find out he was only passing comment to other animals prowling around in the dark and not terrifying crooks who prey on parked cars at motels.

The camera wasn't worth much. About \$35.00 I suppose, as cameras go. The electric razor was new and of equal value. The gasoline credit book was no actual personal loss although I may not have heard the end of it as yet. The irony of the whole situation was that the dog's friend took his collar — no doubt as a souvenir as quite frequently close friends give one another little mementoes when departing. He probably ate his!

I guess the part that annoyed me the most was the pleased look he had on his face when I discovered the loss. Just like the large dog Napoleon in the cartoon drawn by Clifford McBride. As I rebuked him for his mamby-pamby attitude he grimaced and dashed madly all over the area as though he had seen the error of his ways and was now in hot pursuit of his accomplices. Perhaps he suddenly realized that dogs can be replaced.

Yeah! He's a great watch dog. The only way he could be used to good advantage would be to hook him up to an electric fence, then when anyone patted him they would get a shock. Far as him being a police dog, he couldn't find the Brooklyn Bridge with radar and bloodhounds for assistants.

He's a lot like me — too friendly! Someone wants to borrow a buck so you lend them two. I think I've got him trained now though. I've tied a rope around his neck and to the car door handle. Now when someone opens the door they will pull him out and in that way will perhaps think he is coming after them. That's what you call taking the mountains to Mohammed.

How about that!

SPORT TALK

with
FRANK BINKUS



CPLS' CLUB FASTBALL

The Cpl's Club Fastball Team, in their two final scheduled games, ended up with a loss and a rainout.

On Monday, July 10, the first place Civics nine cooled down our hot Cpls. representatives by a 5-2 margin here at our own diamond back of the Rec Centre.

Except for the Club's usual nemesis, ill-timed errors by the infield at the most improper times, this game could very well have been won by our favourites by a very respectable score of 2-1. This was not to be had, however, because the same aforementioned infield helped to blow it again.

After a tight inning and a half, Rip Riopelle, a southpaw batter, hit a decisive home run to his wrong field, barely fair down the left field line to give the Club a 1-0 lead.

In the top of the third, Civics tied the score on a walk, and a bunt which was beat out for a hit. This was followed by a Texas Leaguer that Turk Rafuse managed to get a glove on, but couldn't hold. A double play, McNair to Robertson killed this potential rally.

The Cpls. went ahead 2-1 in the fourth. Scott McNair tripled and eventually scored on a sacrifice fly.

In the top of the fifth, the Club once again hit the snag they have often run into in the games they have lost to date. A walk and another Texas Leaguer put two men on base for Civics, then with two out, the winners had a man trapped between second and third base, and our infield, still weak on this play, managed to throw away the ball and allow the runner to tie the score. Nerved by this, instead of having the side retired, a further error, putting two men on base, followed by a home run gave the Civics a 5-2 lead and the win.

Tommy Thomson, once again brilliant in defeat, matched the league's ace, Sid Michaluk giving up 4 hits each but Michaluk, as in the past had the experienced team behind him which shows up in the long run.

The last scheduled game of the season for the Cpls. was rained out two nights later and will have been played off by the time this article is read. At present, the Club is in a three-way tie for third place with one game to go. The other two teams in this tie each have more than one to play and may or may not beat out the Cpls. for the fourth and final play-off spot. This will also be known by the time this is read.

... Another Dismal Week For Ball Team

The Station baseball team only played one game last week—and lost again, this time St. Claude came out on the long end of a 10-6 score. A second contest was slated against second place Sacred Heart

but was called off on account of the wet weather.

Garnie Boutet started on the mound and was tagged with the loss, he was once again the victim of poor support from his mates in the field, two unearned runs in the first inning and five more in the fourth frame was enough to chase Boutet, Ball followed Boutet to the mound, between the two they gave up the 10 runs on only 7 hits and 3 walks, their mates (and I use the term loosely) booted 5 balls that were recorded for errors. Also I should mention that there was also a number of mental errors (that proved more costly) that are not recorded.

Muck Reading made his first appearance of the season in uniform for the local nine, he had one of the 6 airforce hits and played a steady game throughout. Bill Boran had a home run and also scored two runs.

The station baseball team has only 7 regular league games left, 5 victories out of these 7 is the absolute minimum, if a play-off berth is to be had. Two of these games will have been played by the time this article is read.

The Remaining Schedule

RCAF at St. Boniface—Sun. 23 July, 6.30 p.m.

RCAF at St. Eugene—Mon. 24 July, 7.00 p.m. (Transcona Stadium).

Bosco at RCAF—Wed. 26 July, 7.00 p.m.

Sacred Heart at RCAF—Tue. 1 Aug., 7.00 p.m.

Rained out game against Sacred Heart to be played at later date.

Soccer Team Wins . . .

The soccer team played and won their only game last week against the Winnipeg City Police.

Gord Stewart with two goals and Frank Dessombs with another took care of the scoring in the 3-2 victory. The local eleven were at their seasons peak in edging the local lawmen. Their offense in particular played an unusually sound game while the defense were playing their usual steady game.

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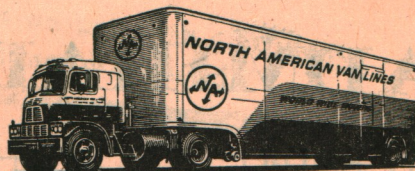
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See me Next Wed. 26 July in the Rec. Centre
1900-2130 hrs.

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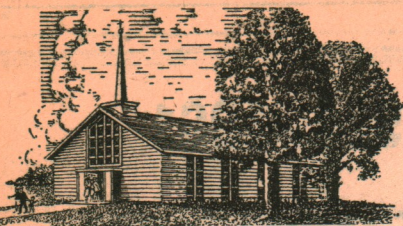
This is a superior family market, with round-the-year, guaranteed income and an earning power above the national average.

"VOXAIR" reaches also the civilian employees of the RCAF in the Winnipeg area, and their families.

The total audience has an earning power of one million dollars each month of the year.

"VOXAIR", an Air Force magazine, is your most direct means of reaching the Air Force market.

Advertise In Voxair



Chapel News

PROTESTANT CHAPEL NEWS

SUNDAY, 23rd JULY

1100 hrs. — Divine Worship — Chapel.

KINDERGARTEN VACATION BIBLE SCHOOL

For children ages five and six years in the Chapel Annex, every morning, Monday through Friday, 24th July to 28th July from 0930 hours to 1130 hours. There is no charge for attendance at this school — materials being supplied by the Chapel Committee. An offering will be taken each morning during the worship period and the monies so received will go to the Elderly Citizens Club of Logan House. The theme of the school for this year is "My Family and My Friends." Children are asked to bring the

first day a towel or small blanket to be used during the rest period and to wear their play clothes — not their Sunday-go-to-meeting-best.

GETTING MARRIED?

We have had quite a flurry of weddings lately at the Chapel — some planned well in advance and some booked pretty close to the last moment. To save disappointment about a date and give the Chaplain a chance to counsel you and help you in your marriage arrangements, don't leave the booking of the Chaplain and the Chapel till the last moment or you may be forced to have a "field ceremony." If possible, try to contact the Chaplain at least a month before the date you have chosen for your wedding.

SENTENCE SMASHERS

There are few women after-dinner speakers. They can't wait that long.

DR. ROBINSON OF OPERATION CROSSROADS

Dr. James H. Robinson, prominent Negro pastor of the Presbyterian Church of the Master in Harlem, New York, has resigned

his pulpit to devote full time to his project—Operation Crossroads —This is a project in which college students spend their summer vacation working on development programmes in African villages. This summer 225 students will work in 16 African nations. Nine Canadian university students will be among this summer's group. They are being sponsored by the United Church's Board of Men, which is paying \$1,000 towards the expenses of each student. The students contribute \$275 each. This is the third year in which Canadian youth have participated in this venture.

* * *

All may be born equal, but all are not equal to it.

Entertainment In Messes

OFFICERS' MESS

Fri.—Stag 1700 hrs.
Sat.—Air Force Day Dance.
Sun.—Smorgasbord.

AIRCREW TRAINEES' MESS

Fri.—Open House.
Sat.—Band Dance.
Sun.—Open House.

SGTS' MESS

Fri.—Stag.
Sat.—Open House.
Sun.—Open House.

AIRWOMEN'S LOUNGE

Fri.—Open House.
Sat.—Open House.

AIRMEN'S MESS

Fri.—Stag (Every Friday Night).
Sat.—Subsidized Beer.
Sun.—Open House.

GOLDEN HAWKS

(Continued from page 3)
with 434 Fighter Squadron until September, 1960.

Flight Lieutenant John L. Frazer, 29, spare, hails from Vancouver. Born in Kamloops, B.C., he graduated from King George High School in Vancouver in 1950 and, in February, 1951, enlisted in the RCAF. He received his pilot's wings at Centralia, Ont., in January, 1952, and in April, 1953, was transferred overseas where he flew with 427 (Fighter) Squadron at 3

Fighter Wing, Zweibrucken, Germany. He returned to Canada in July, 1955, and served at a number of bases in Canada and the United States before becoming a member of the Golden Hawks.

ALL RANKS DANCE

29 July, 1961

The Cpl's Club Fastball Team are sponsoring an all ranks dance at the Old Drill Hall on Saturday, July 29.

This club, who to date have received little support, financially, intend to pay their own way in the Men's Industrial Fastball League without draining the funds in their own mess.

There will be a live orchestra, spot dances, door prizes, food, etc. The boys need your support. They not only should get it, but deserve it. Tickets may be purchased from any member of the team and they shall entertain you in return.

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TUESDAY 25 JULY Seven Brides For Seven Brothers Jane Powell—Howard Keel	FRIDAY 28 JULY 13 Ghosts Jo Morrow Rosemary De Camp

R.C.A.F. Training Command

In the present era of rapid change and ventures into the mysteries of outer space, it is more important than ever to keep pace with new techniques and develop personnel with a potential to utilize this knowledge and skill. The RCAF has been successful in moulding a force capable of meeting present and future demands.

The build-up in Training Command, which has its headquarters in Winnipeg, began with the outbreak of the Korean War when rapid expansion of the RCAF took place. It grew to a formation capable of meeting not only RCAF needs insofar as training of personnel was concerned, but also undertook the training of aircrew for several NATO countries.

Aircrew training is concentrated on the prairies where weather and geography are conducive to good flying conditions. Pilots, radio officers, navigators long range and

navigators air interception receive most of their training in the prairie provinces. Instruction on dual-engine aircraft, conversion to jet flying and advanced instrument flying is also carried out at units in Manitoba, Saskatchewan and Alberta.

The function of basic training for groundcrew personnel is conducted at RCAF Station St. Jean, P.Q. The course is designed to introduce the fundamentals of discipline, military customs and elementary skills; to instill pride in their service through a knowledge of its history and organization, and to develop self-confidence and self-discipline.

On completion of this training at St. Jean, trainees proceed to one of the trade training schools where they specialize in such fields as clerical, supply, electronics and other support trades. This training is carried out at stations in Ontario.

An important part of Training Command's work is the administration of the various university training plans. Squadrons are located on the campus of seventeen

of the larger Canadian universities, with satellite units at smaller colleges, responsible for both regular and reserve cadets during the academic year.

Cadets of all three services are trained at one of the three military colleges—Royal Military College at Kingston, Ont., College Militaire Royal at St. Jean, P.Q., and Royal Roads at Victoria, B.C. During the winter students concentrate on military and academic subjects,

while in the summer they train with the service of their choice.

The Air Force College, located in Toronto, is composed of the Staff College and Staff School. The Staff College provides training for senior officers with a curriculum designed to prepare them for higher appointments. The Staff School aims to increase the professional ability of junior officers and to prepare them for higher appointments in the RCAF.

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R.C.A.F. STATION WINNIPEG

A Key Base In R.C.A.F. Training

This establishment is located in the City of St. James, but the mailing address is Westwin. The single quarters are located in the electoral division of St. James, but only some of the residents of the married quarters vote in St. James, as the others live in Assiniboia riding. This Air Force station has no runways of its own, but its aircraft fly 4,100

hours in a typical month, and some of these aircraft provide search and rescue facilities for sixty-six per cent of Canada's land area, plus all the Canadian portion of the Arctic Ocean.

This is RCAF Station Winnipeg, one of Canada's largest Air Force installations. It provides all of the Radio Navigator training for the RCAF, and is the home of Training Command Headquarters, 111 Composite Unit, several auxiliary units, and many smaller "lodger units."

Post-war Station Winnipeg was established in March, 1947, when

No. 11 Group Headquarters was formed there. At first it consisted only of 111 Composite Flight and No. 402 (City of Winnipeg Squadron (Auxiliary), using the site formerly occupied by 5 AOS. The station expanded rapidly in keeping with the general post-war expansion of the RCAF, and many permanent buildings were constructed on the west side of the airfield. Many of the new units had training functions, and Winnipeg was transferred from control of North-West Air Command to Training Command in 1951.

Station Winnipeg now controls or provides administrative services for

111 Composite Unit, Air Navigation School, Central Navigation School, 10 Technical Services Unit, 3 Communications Unit, Western Special Investigation Detachment, 51 Ground Observer Corps Detachment, 2 Movements Detachment (Air), a Recruiting Unit in downtown Winnipeg, the University of Manitoba Squadron (PR), many Royal Canadian Air Cadet Squadrons in western Canada, and five Auxiliary Units — 17 Wing Headquarters, as Auxiliary Recruiting Unit, 4003 Medical Unit (Auxiliary), 3052 Technical Training Unit and 402 (City of Winnipeg Squadron (Auxiliary). Of these 402 and 3052 units are located at the RCAF Station.

Since September of 1959, Winnipeg has also been the home of Training Command Headquarters.

With a service and civilian personnel total of approximately 2700, RCAF Station Winnipeg is one of the largest defence organizations in Canada. The monthly payroll is in the vicinity of one million dollars, a significant economic factor in the area. The five auxiliary units at Winnipeg have a total enrolment of approximately 425.

Three different types of married quarters are provided for Winnipeg personnel, 647 units in all. In addition to the normal PMQ units, Winnipeg has several Multi-Dual-Purpose Row (MDPR) house units, which can be converted to barrack blocks if required. Station Winnipeg is the first unit in Canada to acquire Rental Unit housing. Located adjacent to the fashionable Silver Heights residential area of St. James, 430 rental units have been built. These are single-

(Continued on page 14)

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ON "AIR FORCE DAY"**

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SEARCH AND RESCUE

111 Composite Unit

In June of 1947 the cabinet approved the Search and Rescue plan and the RCAF was made responsible for co-ordinating and operating a Search and Rescue service in Canada. This service was designed to provide aid to aircraft in distress within the continental limits of Canada and the approaches thereto in accordance with International Agreements (ICAO) and National Requirements. For Search and Rescue purposes, Canada was divided into four Search and Rescue areas, Pacific, Western, Eastern, and Atlantic. The role to be played by 111 Composite Unit is the fulfillment of Search and Rescue Operations in the Western area. This area covered by 111, includes Manitoba, Saskatchewan, Alberta, the Yukon and the North West Territories. In other words it starts at Winnipeg, stretches 2800 miles to the North Pole and from Alaska to Hudson Bay, some 2 million square miles.

111 KU also provides routine air transport of personnel and freight as required, as well as proficiency flying facilities for TCHQ and other units in the area.

Personnel: 111 KU under the leadership of S/L H. J. Galen is staffed by approx. 63 personnel employed as pilots, navigators, radio officers, flight engineers, Para Rescue, Para-medics and Para Armament specialists. In addition, there are technicians of all trades employed in 111 KU Servicing responsible for the important task of "keeping them flying."

Aircraft: The machines used by 111 KU at present are:

- Lancaster
- Dakotas
- Otters
- H34 Helicopters
- Expeditors
- T33s.

The RCAF have recently acquired CRS 110 Albatross flying boats for Search and Rescue operations of which two have been allotted to 111 KU. In addition to landing on land and water this aircraft may be equipped with a hull ski and operate on snow surfaces. Although not fully operational, as yet, the Albatross has participated in a search in the Yellowknife area (SAR Cornelius) and an air evacuation.

A. Role

1. Provide air communications facilities for Training Command HQ staff.
2. Provide Proficiency Flying Facilities for RCAF (Regular) personnel in Sask., Man. and Lakehead areas as directed by AOC TC.

B. Priority of Air Operations

1. Search and Rescue.
2. Communications and Transport.
3. Proficiency flying
 - (i) TCHQ staff
 - (ii) 111 K Unit
 - (iii) Others i.e. RU Cranberry Portage.

C. Organization

1. 111 KU and RCC combined.
2. Administrative control by CO Stn. Winnipeg.

3. Functional control by CO Stn. but commitments passed direct TCHQ to 111 K Unit.

D. Search and Rescue

1. **Area.** 2 million square mile coverage Alberta, Sask. and Man., Western Ontario, Yukon, NWT, West Hudson Bay, and all North of 70° latitude.

	Estab.	Str.
Lancaster	2	2
Albatross	2	1 (one due in)
Dakotas	2	2
Otters	3	3
H34	2	1
Helicopters		

3. **Personnel**

Pilots	21	28 (4 trans in)
Nav.	9	11
R/O	9	9 (1 trans in)
FES	3	3
Flt. Techs	3	2
Para Rescue	8	6
Para Medics	3	2
Para Arm.	3	2

Land Search 30* 19
* Volunteers

4. **S & R Ops — 1960**

	Incidents	Hours
Aircraft Search incidents	58	1928
Mercy Flights	22	75
Assist in B.C. Forest Fires		147
Miscellaneous	69	256
(i) Air Evacuations	17	
(ii) Search for Missing persons	9	
(iii) Supply drop to Fishermen, Communication Search	509	
	658	2406

E. **Communications and Transport**

1. **Aircraft**

	Estab.	Strength
Expeditor	1	1
Dakotas	2	2

2. **Personnel**

Pilots	5	5
Nav.	3	2
R/O	3	1

3. **Operations**

193 Mission	1950 hrs
8 GOBC	158 hrs
Para School at Jasper	35 hrs

F. **Proficiency Flying**

1. **Aircraft**

	Estab.	Strength
Expeditor	4	4
Silver Star	3	3

(Continued on page 13)

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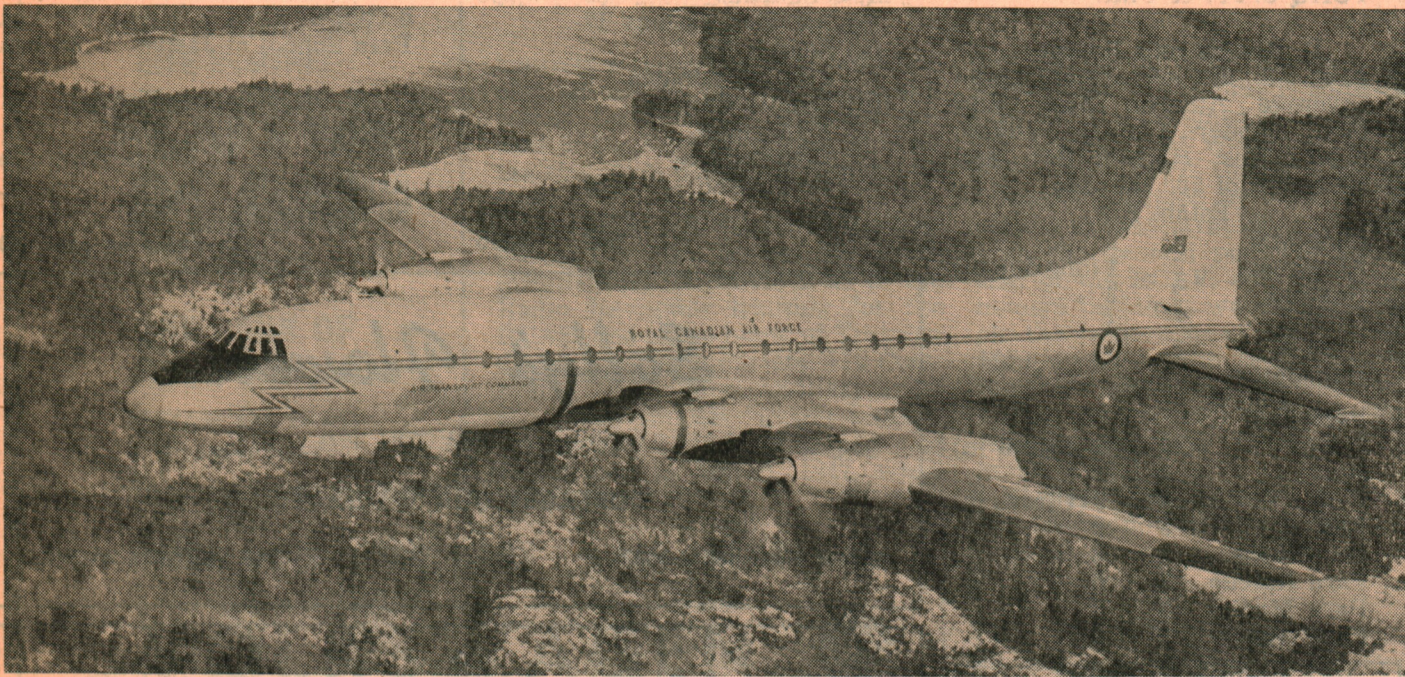
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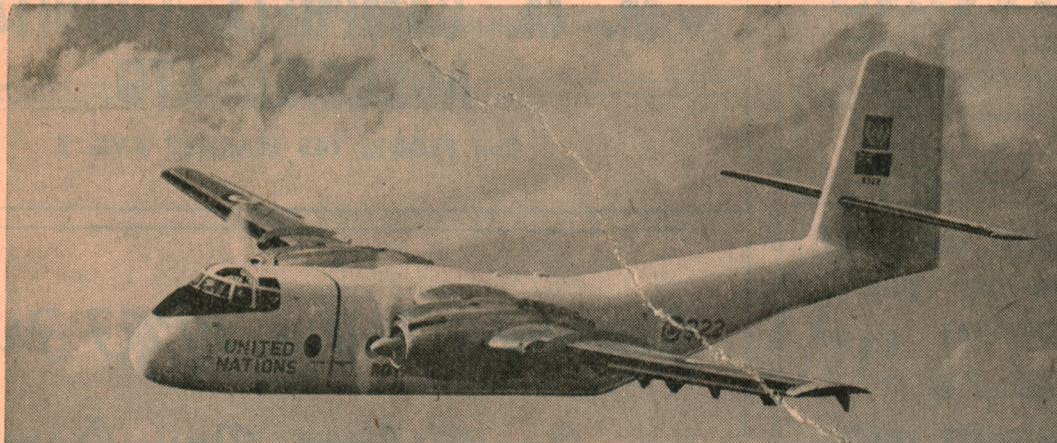
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MODERN AIR FORCE . . .



The CC106 is the largest aircraft built in Canada. Now going into service with the RCAF's Air Transport Command, the CC106 can carry a 30,000 lb. payload nearly 4,000 miles at 370 m.p.h., or a 55,000 lb. payload nearly 2,000 miles at the same speed. Statistics: Length, 136 ft. 8 in.; Wingspan, 142 ft. 3 1/2 in.; Weight, 155,000 lbs.; Power, Four 5730 h.p. Rolls Royce turboprops.



The "CARIBOU," designed for short runways, can take off fully loaded within 500 feet. It is now in RCAF service with the United Nations Emergency Force in the Middle East. Statistics: Length, 68 ft., 10 in.; Wingspan, 96 ft.; Weight 24,000 lbs.; Speed, 183 m.p.h.; Power, Two 1,450 h.p. Pratt and Whitney engines.



The CC109 is the first turboprop transport to come into RCAF service with Air Transport Command. This medium range aircraft is capable of carrying up to 10,000 lbs. freight or approximately 40 passengers at a speed of 350 m.p.h.

Air Force Proceedings

GROUND DISPLAYS

- 1:20 PM 17 Wing (Aux) P...
- 1:30 PM XBX display by R...
- 1:40 PM Royal Military Col...
- 1:50 PM Trampoline Displo...
- 2:00 PM Arrival of Lieuten...
- 2:05 PM Station Portage F...
- 2:20 PM Station Winnipeg

AIR L...

- 2:30 PM Red Knight—T-33 (take-off and landi...
- 2:42 PM Harvard—take-off...
- 2:57 PM T-33 Formation of (take-off and landi...
- 3:07 PM Dakota drops wi...
- 3:09 PM Helicopter display
- 3:15 PM Parajump from De...
- 3:17 PM Albatross take-off
- 3:21 PM Harvard aerobatic
- 3:26 PM USAF F-101 Flyp...
- 3:30 PM TCA Viscount A...
- 3:32 PM Golden Hawk to...
- 3:35 PM Neptune take-off
- 3:42 PM Harvard lands
- 3:43 PM Golden Hawk com...
- 3:45 PM Golden Hawk dis...
- 4:12 PM Golden Hawks l...
- 4:15 PM Departure of Lieuten...

MODERN AIRCRAFT

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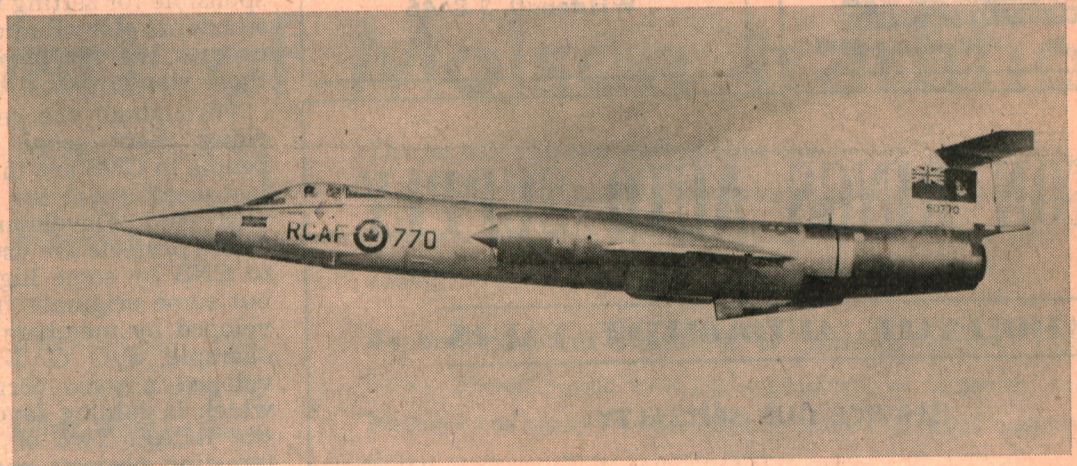
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and followed by Albatross and Dakota

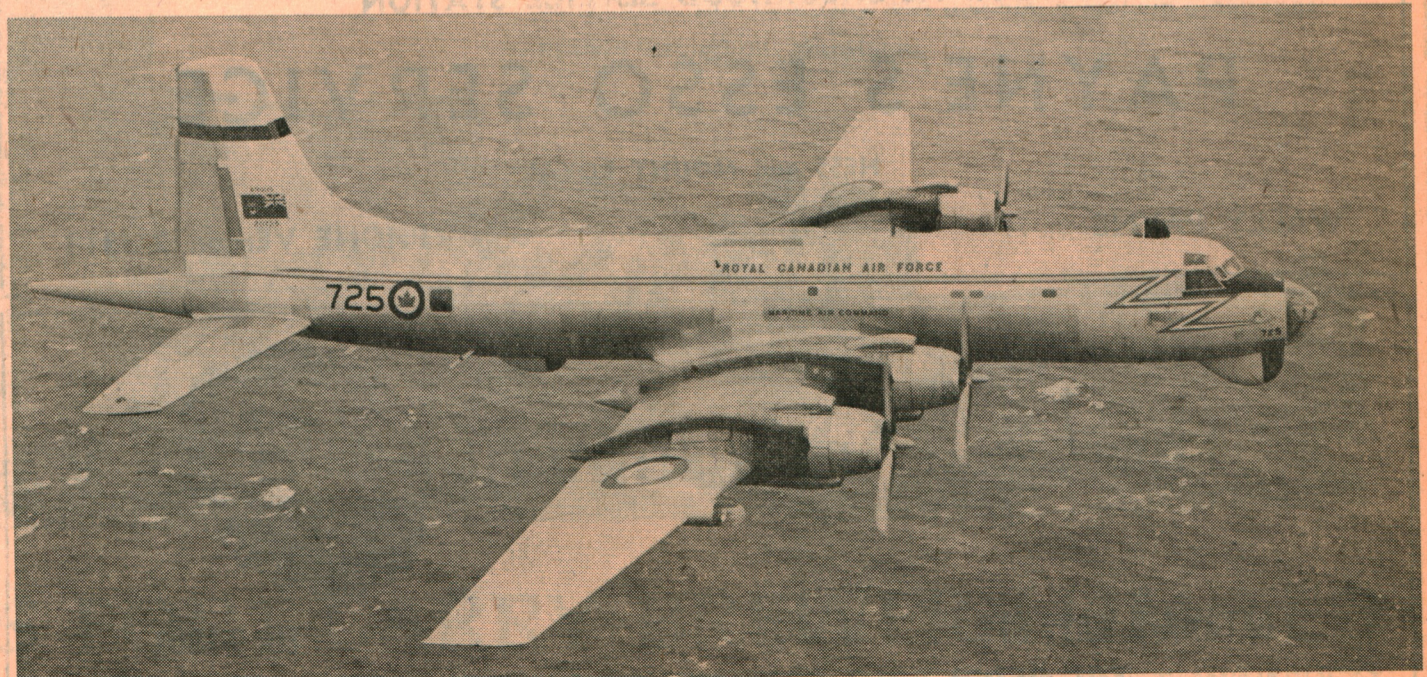
ut Governor



The "ALBATROSS," now in service with RCAF Search and Rescue units, is a general utility amphibian which can be used for air/sea rescue, as a hospital aircraft, or for photo reconnaissance work. Statistics: Length 62 ft. 4 in.; Wingspan, 96 ft. 6 in.; Weight, 32,000 lbs.; Speed 225 m.p.h.; Power, Two 1,425 h.p. Curtiss-Wright engines.



The CF104 "STARFIGHTER" will soon be in service with RCAF squadrons in Europe. Capable of supersonic speeds, the "Starfighter" could take off at dawn in Ottawa, and flying non-stop, arrive in Vancouver before sunrise! Statistics: Length, 54 ft. 9 in.; Wingspan, 21 ft. 11 in.; Weight, 17,000 lbs.; Speed, over twice the speed of sound.



The giant "ARGUS" submarine hunter is in service with the RCAF's Maritime Air Command as part of the coastal defences in the North American defence shield. Statistics: Length, 128 ft. 3 in.; Wingspan, 142 ft. 3½ in.; Weight, 148,000 lbs. Speed, 200 m.p.h.

Post Graduate Training

At Central Navigation School

The Central Navigation School of the RCAF, located on the top floor of building 84, is one of two schools in the world that provide advanced operational/technical training for aircrew officers. It is the only one in the RCAF. Since its inauguration in 1948 at RCAF Station Summerside, as the Specialist Wing of No. 1 ANS, it has grown steadily in status and ability until today it is recognized as an authority on Radio Navigator training, aircraft guidance and control systems and airborne communications.

Today, CNS regularly provides four advanced training courses: three staff courses, and a Specialist Navigation Course. The three staff courses, the Staff Officer Navigation Instructor (SONI), the Staff Officer Radio Instructor (SORI), and Staff Officer Airborne Inter-

ceptor (SO(AI)I), are designed primarily to qualify officers as instructors for ANS and operational units and for junior operational staff positions. Two of each of the staff courses are held annually with about 10 students on each course.

The Specialist Navigation Course (SpecN) is designed to provide candidates with a solid technical background, a sound theoretical background, a knowledge of present and future developments and techniques, and the necessary practice in writing original aircrew operational/technical staff papers to qualify them for senior air staff duties. The course commences about 1 September each year and is of 40 weeks duration. The complement of this year's course was 5 RCAF Radio Navigators, 2 RCAF pilots and 1 USAF Navigator. As has been reported in previous Voxair issues, the SpecN course takes trips around Canada, USA, and Europe in their efforts to study and collect up-to-date information on technical and operational advances in systems equipments and techniques related to avionics and astronautics. Candidates for SpecN training are chosen from SONI, SORI and SO(AI)I graduates and from pilots with an equivalent academic background.

Also located in CNS is the Radio Navigator Standards section which is employed at producing manuals for under-graduate and post-graduate Radio Navigator training. Radio Navigator Standards is also responsible for setting the graduation standards for Radio Navigator courses and for the monitoring of these standards.

Throughout the year, as well as doing their usual duties, many people in CNS are involved in project work under the control of the Test and Development Section. These projects are usually assigned to CNS by some higher authority but some originate from ideas developed by members of CNS. For example, F/O G. N. Friesen developed a gyro correction graph which is gaining favor throughout the RCAF. Two of the more interesting projects presently under study by CNS are "The Application of Navigation Satellites to RCAF Operations" and "An All-weather Navigation System for Helicopters".

CNS also maintains the CNS-ANS library. This library contains many volumes, reports, and publications, most of which are technical in nature although there are some which could be considered "light reading". Although this library is located in CNS, material is available to anyone on the station and inquiries are welcome.

Along with the library is the publications section which, as well as publishing all the reports produced by CNS, edits and assembles the Radio Navigator trade magazine "The Observer". This magazine, a quarterly publication, contains articles on technical and practical aspects of flying as well as some of historical and general interest. "The Observer" enjoys a wide circulation in Commonwealth and NATO air forces.

With the rapid advances in aeronautical technology, post-graduate courses must impart a knowledge of new concepts and the potentials of new equipments. In a small service like the RCAF, with its many roles, personnel must be flexible. To be flexible, knowledge and appreciation are necessary and this is the challenge that CNS attempts to meet.

Air Navigation School

Many readers of "Voxair" have no doubt asked themselves "just what goes on in Building 84?" or "What is meant by ANS, GIS, BOC, Rad, Nav LR, AI, SAT, etc?" We who work in Building 84 become smug and rather off-hand when we converse in our alphabetical code, assuming that those who are listening fully understand what we are saying. We then come to realize that our audience has a bewildered look about them and in the vernacular, "are not with us." With this in mind it is the intention of the writer to familiarize everyone with what it's all about.

To start at the beginning, the Ground Instructional School (GIS) for the Air Navigation School (ANS) is in Building 84, which is known as Mawdesley Hall. It is named after Group Captain F. J. Mawdesley (retired), a pioneer of flying and navigation in the RCAF. The Flying Wing of ANS is in hangars 10 and 11 on the west site. Here are found the pilots, and the Dakota, Expeditor and Mitchell aircraft used for the air training of students. The purpose of ANS is to train all aircrew other than pilots to wings standard in one of three Radio Navigator specialties and is the only school of its kind in the RCAF. It is also the largest aircrew training school in Training Command, with a staff of 187 during the normal working year, increasing to 224 during the summer air training programme.

The three specialties presently taught are: Radio hence Rad, Navigation Long Range — hence Nav LR, and Navigation Airborne Interceptor — hence AI. The student on graduation is granted the Queen's commission in the rank of Flying Officer and is posted to Operational Training Units (OTU's) of Maritime, Air Defence, and Air Transport Commands. The Applied Radio Course is of 24 weeks duration, designed to graduate the student proficient in Electronics and Airborne Communications and Radar. The Applied Navi-

(Continued on page 18)



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No. 3 Communications Unit

No. 3 Communications Unit, which is situated at RCAF Station Winnipeg, is a vital link in the world-wide RCAF Communications network.

Approximately 100 skilled morse operators, technicians and teletype operators man this 24-hour-per-day beehive of activity. They are charged with the responsibility of providing teletype communications between RCAF facilities in Manitoba, and RCAF units in other parts of Canada as well as in such far flung places as France, England and Africa. Added to this task is

their responsibility for conducting air / ground / air communications for RCAF aircraft flying in the general area between Trenton Ontario to the East, Edmonton to the West, and Churchill to the North.

The Unit maintains and operates radio transmitters at Headingly Manitoba, radio receiving sites at Transcona, and Fort Whyte, and teletype equipment in Winnipeg and at Resolute Bay, N.W.T.

The communications unit is also a vital link in the vast net of communications stations associated with the Mid-Canada and DEW Line radar stations in the North, and has additional links via other RCAF communications unit to various USAF, Royal Australian Air Force, and Royal Air Force communications systems.

No. 3 CU is a complex and ef-

ficient segment of Station Winnipeg's operation. Their contribution to the station and to the RCAF as a whole is unflinching and constant. They take justifiable pride in their record, and can truly claim to be the "nerve centre" of many of the RCAF's most vital and important activities.

SEARCH & RESCUE

(Continued from page 9)

2. **Staff**
Pilots 1 1
3. **Personnel Using Facilities**
 - (a) TCHQ
60 Pilots
10 Navs
6 R/O
 - (b) RU
3 Pilots
 - (c) Cranberry Portage
1 Nav.

G. Summary	
Aircraft	19
Officers	56
Airmen	210

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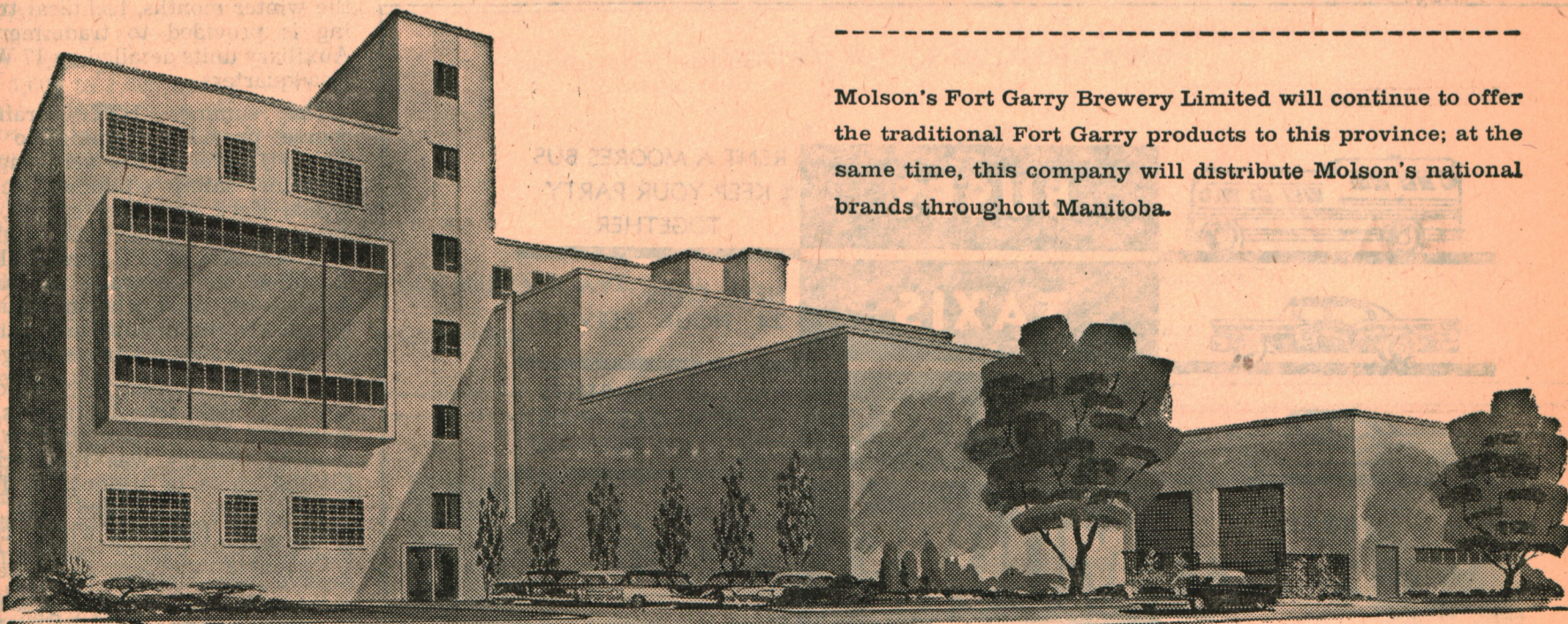
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RCAF STN. WINNIPEG

(Continued from page 8)

unit houses, of many different designs. Ownership of these rental units is held by a contractor, who provides them to the Department of National Defence on a bulk lease. The present lease is of ten years' duration, and the government has an option to renew the lease for further periods.

Of the many RCAF (Regular) units located at Station Winnipeg, 111 Composite Unit, Air Navigation School, and Central Navigation School are probably best known and are covered in separate articles in this edition of "Voxair." Two of the Auxiliary Units, 402 Squadron and 3052 Technical Training Unit, are also well known in the local area.

402 Squadron (Aux.)

Having served from 1932 to 1940 as an army co-operation squadron, then as a wartime fighter squadron equipped with Hurricanes and, later, Spitfires, 402 (City of Winnipeg) Squadron was re-organized in May, 1946, as an Auxiliary Squadron. Flying training was conducted

in Harvard aircraft, in preparation for the Vampires which arrived in 1948. Another change occurred in 1950, when the squadron was equipped with Mustangs, and squadron personnel found themselves back in the army co-operation role, which continued until July, 1956.

World conditions had changed, and there was now a need for trained auxiliary units to help stricken communities if Canada were attacked. The squadron would have to change. The Mustangs were regrettably placed in storage, and 402 Squadron commenced the training of pilots, co-pilots, and navigators for their new role. The use of crews is a new experience for this squadron, but much teamwork is now evident in the operation of the Expeditor aircraft. The aircraft maintenance is all done by Auxiliary personnel, and 402 is now an efficient emergency and rescue squadron.

The most startling change of role concerns wartime operations with the civil authority, the Metropolitan Civil Defence Organization. In this role, 402 will give authorities confirmation of ground zero, and assessments of damage in the bomb area. They will also report the extent of the fire zone, and determine the radiation intensities within the fall-out pattern. Finally, there will be evacuation route reconnaissance, and provision of transportation for relief columns and communications.

The people of Winnipeg are most familiar with one of the facets of 402 Squadron activity. An excellent pipe band has performed in all major parades, and other functions, for several years. In their kilts of RCAF tartan, the band presents a striking appearance on parade.

3052 Technical Training Unit

Training for ground tradesmen of the Auxiliary and Reserve is provided by 3052 Technical Training Unit (Auxiliary). Located at RCAF Station Winnipeg, the TTU provides summer training each year for 125 to 150 high school-age members of the Reserve Technical Tradesmen Plan (RTTP). During the winter months, technical training is provided to tradesmen of Auxiliary units detailed by 17 Wing Headquarters.

The summer RTTP training course provides training to the Group 1 level in the aero engine, airframe, safety equipment, clerk typist, clerk accounts, supply, instrument, electrical, and fighter control trades. RTTP personnel are examined by a trade board in August, and those who subsequently enlist in the Regular are granted an outright Group 1 trade category.

The RTTP training is very popular with high school students, as evidenced by the fact that no recruiting activity was required to fill the quota of trainees in 1959. The training is divided into two phases. In Phase I, which commences after Easter, the trainees receive indoctrination training one night each week, and every second Sunday. Commencing on the first working day in July, the full-time Phase II program provides formal trades training.

Many RTTP graduates of 3052 TTU have enlisted in the RCAF (Regular).

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Recreation Unlimited

Being stationed in a large, cosmopolitan city, the personnel enjoy the advantages of many recreational, cultural, and sports facilities. Several fine holiday resorts are within 150 miles of the station. These include Kenora and the Lake of the Woods area; the Whiteshell Forest Reserve with the Falcon Beach resort and many fine bathing and fishing sites; Winnipeg, Victoria, and Grand Beaches on Lake Winnipeg; and Detroit Lakes in Minnesota. Other popular resorts within a one-day drive are Clear Lake (Wasagaming) in northern Manitoba, and Bemidji, in Minnesota.

A large portion of the personnel of RCAF Station Winnipeg have camping gear or travel trailers, and there is a mass exodus on weekends during the summer months. Many of the trailer owners establish themselves for the summer on fully-serviced trailer lots in the Whiteshell area.

The cosmopolitan nature of Greater Winnipeg provides many opportunities for the enjoyment of unusual meals and ethnic entertainment. Winnipeg has many fine restaurants and night clubs, all of which have effected major improvements in the past year, made possible by the added revenue they have received since being licensed to serve wine and spirits. A large variety of European-style food-stuffs can be obtained in the many bake-shops, delicatessens, and food stores in Greater Winnipeg.

Personnel who enjoy classical music, ballet, and the legitimate theatre are well entertained in Winnipeg. In addition to the many events scheduled throughout the year, two summer theatres, one a "Theatre Under the Stars", provide excellent productions of well-known musicals and dramas.

Facilities are provided for virtually all sports in Winnipeg, which has many fine golf, tennis, and boating clubs, and several "community centres", which provide for many sports. The Blue Bombers, Warriors, and Goldeyes provide excellent football, hockey, and baseball for spectators.

RCAF Station Winnipeg joins forces with the Blue Bombers Football Club for an "Air Force Football Day" each year. The fans, including 1,000 to 1,500 personnel in Air Force uniform from all of the Manitoba units, are treated to fly-pasts, ceremonial drill, band music, and other attractions provided by the RCAF, in addition to a regular professional football game.

RCAF Station Winnipeg itself has many varied recreational facilities. In addition to the amenities available in Greater Winnipeg, the station possesses one of the post-war recreation centres, which houses a modern air-conditioned theatre, a large, completely equipped gymnasium, swimming pool, bowling alleys, and a modern snack bar and dining room. A war-time drill hall is also used for sports, and an active curling club has its own four-sheet rink with artificial ice.

The curling club has more than 400 members, and operates four leagues — "regular", inter-section, mixed, and ladies. The teenaged dependents are given the use of the ice every Saturday morning during the winter. The Station Winnipeg Curling Club entered 17 rinks in the Manitoba Bonspiel in

1959, and several of these acquitted themselves very well against the "name" rinks for which Manitoba is justly famous.

Other team sports are not neglected, and RCAF Station Winnipeg has won many service and inter-service titles in hockey and basketball. Softball, soccer, baseball, and cricket are other games in which Station Winnipeg has league representation, and there are strong inter-section softball, volleyball, bowling, flag-football, and hockey leagues.

In all, there are 40 sports activities for Winnipeg personnel. Individual sports include golf, tennis, badminton, archery, fencing, judo, boxing, and skiing.

Other recreational facilities include a Drama Club, which produces four major three-act presentations each year, a glee club, an auto club with repair facilities, and a large hobby shop with facilities for building any type of article from a small change purse to a large cabin cruiser. Hobby clubs have been established for model

(Continued on page 18)

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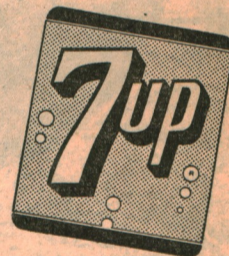


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Technical Services

The Technical Services component of Station Winnipeg is a large, complex and diverse operation. Headed by the Chief Technical Services Officer (CTSO), Wing Commander McArthur, this complex of 1000 to 1300 personnel is the "backbone" of Station Winnipeg.

Station Aircraft Maintenance

Aircraft maintenance, the heart of an airforce flying station, has for its prime function the sole purpose of adequately supporting the squadrons with serviceable aircraft to meet their flying commitments.

To appreciate the workload involved for maintenance at Station Winnipeg, and the efficiency with which it is carried, a glance at the records is sufficient.

During the past year, over thirty thousand service aircraft, incidentally totaling about 620 million pounds, landed and took off at Station Winnipeg. Of the above, 3700 aircraft of 33 different types, the largest being a KC135, weighing 190 thousand pounds, passed through Transient Servicing located in the East side of the large Cantilever hangar.

North of this Cantilever hangar are No. 10 and No. 11 hangars

which house the Mitchell, Dakota and Expeditor aircraft. These aircraft, totaling 56, are used exclusively by Air Navigation School to train long range, radio and airborne interception navigators. To meet this commitment, approximately 360 thousand man hours are required each year to service these aircraft and maintain them at a high level of serviceability. Enough fuel is used per year, over 4 million gallons, to run 100 average cars for 100 years.

On the East side of the field the aircraft of 111 KU Search and Rescue Unit are serviced. Over a period of one year there were 65 search and rescue incidents reported. In this period 2259 hours were flown.

In the large Cantilever hangar known as the Repair hangar, approximately 12 hundred aircraft are inspected and repaired each year. This involves engine changes, repairs to the fuselage, control and complete electrical and instrument testing and replacement, modifications and periodic inspections. At Repair in the various shops, machine, welding, fabric carpenter specialists etc., combine their efforts with the other technicians to keep up with the work schedule.

Log Control, the nerve centre of maintenance, is located in the Repair hangar with interconnections to all sections. Here data on all repairs or changes, flying times on aircraft etc., is compiled daily. Technical research on unsatisfactory conditions or technical failures is also carried out in this section.

The results of the care taken, and the efficiency of maintenance is that only one accident has occurred during the past year involving station aircraft, and there were no injuries sustained by the crew.

This is the envied record of maintenance which is directly controlled by 3% of the officer strength of the station, yet employing approximately 60% of the airman strength encompassing all trades.

Mobile Support Equipment Section

The function of the MSE Section is to furnish Station Winnipeg and all its detachments with complete transport coverage ranging from staff cars to snow removal equipment. These operations are carried out by approximately 110 people and 130 vehicles, on a 24 hour

(Continued on page 17)



live it up in Manitoba!

"Companion-cruising" . . . here's a summer sport to recall the *joie de vivre* of the oldtime voyageurs; club cruising as enjoyed by sailors from Winnipeg and Brandon. A great new way to live it up in Manitoba!

Companion-cruising is a pet project of Winnipeg's Redboine boaters and members of the Brandon and District Boating Club. Their idea: boating is more enjoyable — and safer — with friends along to share in the fun. Anywhere from six to twenty boats take part in a typical companion-cruise: Maybe a one-day river junket, or a weekend on lakes like Winnipeg, Shoal, or Pelican . . . with cruising, fishing, camping wrapped together in one fun-packed outing. Each trip is skippered by the club cruise-master. He sets the course, handles the lead boat, picks stopover 'ports', and governs the speed . . . gearing everything to easy-going enjoyment, good fellowship, and safety. And in all three, Manitoba's companion-cruising has proved out. So if you want more details, why not call the Redboine or Brandon clubs? We're sure they'll be glad to help

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The Red Knight

The Red Knight's twelve-minute show begins with a steep takeoff, followed by a vertical roll to 5,000 feet, and other manoeuvres include Cuban eight, clover leaf, hesitation roll, rhubarb roll, rolling square, loops, and inverted flying for about a mile. The programme may be varied according to time available at different locations.

A unique feature of the Red Knight's show is that all manoeuvres are carried out within the confines of the airfield — a most difficult task with such a high-speed aircraft.

The Red Knight F/L Goeres of Stranraer, Sask. first joined the RCAF in 1941, following a year of service with the Army Provost Corps. Gaining his pilot wings in 1942, he served as a Bomber Command pilot and instructor in Canada and overseas. He was awarded a Distinguished Flying Cross in August 1944 following a tour of operation with the RAF's 101 Bomber Squadron in Europe.

Returning to civilian life at the end of the war, he rejoined the RCAF in 1951 following a period as a flying club instructor with Brone Aviation at Vancouver. He has been an instructor on both piston and jet aircraft at Training Command units, and served for three and a half years as a Sabre pilot with 416 Squadron of Air Defence Command.

Flight Lieutenant Goeres is married to Sylvia Henrickson, of Moose Jaw, Sask., and they have three children.

A keen sportsman, he participates in hockey, skiing, golf, softball and swimming.

TECHNICAL SERVICES

(Continued from page 16)

basis, 7 days a week, 52 weeks each

MSE operates approximately 100,000 miles each year and had an accident ratio last year of 1.9 accidents per 100,000 miles operated. This includes user driven vehicles of Security Investigation, Ground Observer Corps, Tech Services Unit, Recruiting Unit, RCAF Station Flin Flon and other station user drivers.

The refuelling section issues on an average day between 20,000 and 25,000 gallons of all types of aviation gasoline, servicing an average of forty-five Station Winnipeg and transient A/C each day. On scheduled flights one hour turn around is required. The fully trained and competent fuelling crew have handled as many as 5 ATC aircraft which require 10,000 to 15,000 gallons of fuel in a three hour period.

In the winter months the MSE heavy equipment section is responsible for all snow and ice control at RCAF Station Winnipeg. This includes nearly ten miles of roads at the station and in the married quarters, all taxi strips and tarmac parking areas. Parking areas must be done at night when they are not in use. In the past five years little or no flying time has been lost due to snow and ice removal.

The operations or general purchase section look after all freight and passenger services including such things as the intersite bus, which provides a ten minute pas-

senger service to all points of the station clocking over 300 miles per day on a 3 mile route, down to hauling all the rations consumed on Station Winnipeg from the RCASC Depot at Fort Osborne Barracks.

It is not an uncommon thing to have to supply 4 to 5 staff cars for visiting dignitaries with less than 4 hours notice. Such things as transporting personnel to and from Station Gimli, Portage and Rivers are normal trips and are planned to tie with existing runs to keep the number of one way empty trips to a minimum. Over and above this, this section must supply emergency ambulances and

(Continued on page 19)

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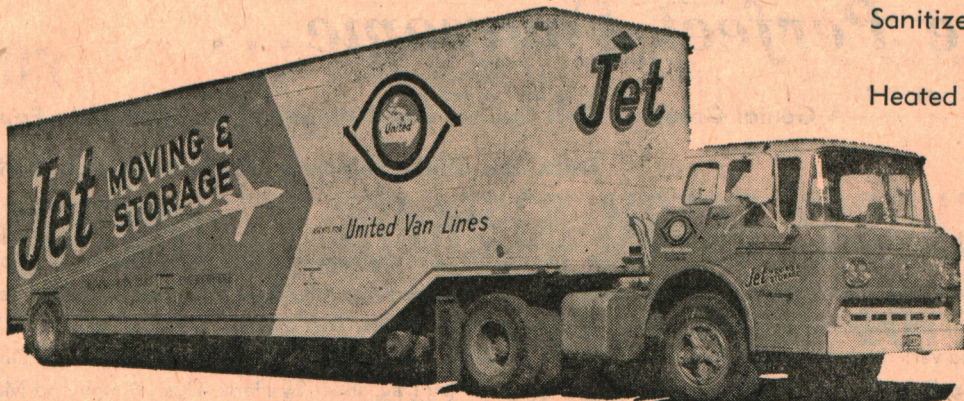
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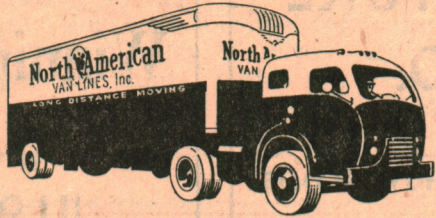
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'RECREATION UNLIMITED'

(Continued from page 15)

aircraft, model railroad, and philately enthusiasts. A volunteer station band has been established for many years, and has appeared at many events throughout Manitoba.

Winnipeg is well equipped with mess facilities. A modern combined mess building provides lounge facilities for aircraftmen and houses a Corporals' Club, in addition to the normal messing facilities. The officers have a large post-war mess building, now being extensively re-decorated, and an identical building is provided for

the flight cadet trainees. The NCO and women personnel have separate wartime mess buildings in their use, which have been attractively renovated since the re-opening of the station.

Located as it is near the centre of the east-west air route, Station Winnipeg is host to many transient RCAF personnel from eastern and western Canada. It is probable that at least one-half of the aircraft personnel in Canada pass through Winnipeg each year, many staying only long enough to refuel, others making an overnight stop during long-range flights.

RCAF Station Winnipeg enjoys excellent public relations with the residents of Greater Winnipeg. More than thirty thousand civilians attend the Air Force Day observance each year. Many charitable and other committees in Greater Winnipeg, and St. James in particular, have RCAF members among their personnel.

In all the things which contribute to the satisfaction and enjoyment of service life, including good working conditions, recreation facilities of all types, an excellent relationship with the civilian community, Station Winnipeg rates very high among RCAF units.

AIR NAV. SCHOOL

(Continued from page 12)

Long Range Course is of 12 weeks duration and is designed to graduate students proficient in aspects of Air Navigation. The Applied Airborne Interception Course is of 18 weeks duration and is designed to graduate students proficient in Airborne Radar Interception in the fighter mode.

Having now explained the primary role of ANS with respect to the training of aircrew applicants, let us take a look at the secondary role of the school. Air Navigation School has a degree of flexibility and because of this can and has accepted additional training requirements. The additional courses include Cross training; the XTRO course is designed to train officers of the Airborne Interception specialty; the radio specialty; Radar Operators (Air); three courses of non-commissioned officers were trained to meet an urgent Maritime Command requirement; Refresher Training; a continuing requirement exists to provide refresher training to Radio Navigators who have been employed in a ground job, prior to their proceeding to Operational Training Units.

Mention should be made of Summer Air Training (SAT). The government provides an education plan whereby future aircrew and groundcrew officers reach university degree level prior to service in the service. The aircrew candidates other than pilots must be brought to the same wings standard previously outlined for regular force direct entry cadets. The purpose of our Summer Air Training programme is to afford the University and Canadian Service College students, who are under a Regular Officer Training Plan (ROTP), with a balanced course of instruction that will bring them to wings and commissioning standard in four summers. They then proceed to the Operational Training Units.

This then, is the story of the heart of Radio Navigator training of the RCAF.

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With the arrival of a new golf season, both the "par-buster" and the man who's yet to break 100 look forward to a succession of perfect days. The right weather, the right partners and the right course can result in an enjoyable outing, but the most important requirement is the **right equipment**. That's where "The Bay" comes in. We have a wide and varied assortment of **clubs** by such famous names as Spalding and Wilson, **bags** by Divida and Atlantic, **golf carts** by Cadillac, Delbrook, Roll Kings and Play Day, shoes by Hartt, Hush Puppy and McFarlane, **gloves** by Thaunton and Thorne, and **golf balls** by Spalding, Dunlop and Wilson. We also have well-qualified people to help you with your selection. On the tee, in the trap, or on the green, you feel more confident when you're well-equipped. A trip tomorrow to **The Bay's Golf Shop, Second Floor**, will be your first step toward a "perfect foursome" and, we hope, a perfect game.

You'll Always Enjoy Shopping at "The Bay"!

TECHNICAL SERVICES

Continued from page 17

crash equipment service to all aircraft, service and civilian, arriving at this international airport on a 24 hour basis.

The MSE maintenance section consisting of approximately 16 men is responsible for all minor and major maintenance and repairs of all service vehicles at Station Winnipeg, while a complete statistical and records office is kept in the MSE Section including an up-to-date technical library including all modifications and amendments pertaining to all vehicles of the RCAF.

The MSE at Station Winnipeg is also responsible for the complete evacuation of Station Winnipeg to deployment sites in case of a Civil Defence exercise, or emergency operation.

These are only a few of the activities of the MSE at Station Winnipeg and may help to give an idea of why we are here.

Supply

Responsible for the complex logistics support of RCAF Station Winnipeg is the 80-man Supply Section. This combination of regular force and civilian personnel look after the diverse needs of Training Command's largest functional unit. The Supply Section procures, warehouses, distributes and accounts for some 30,000 different items ranging from the complete aircraft itself, through its replacement engines, radar, spares, fuel, motor vehicles, marine equipment, search and rescue, flying clothing, household supplies, hand

and power tools, furniture, cleaning materials and stationery.

Vital Statistics

Incoming Shipments (pounds)	2,439,976
Outgoing Shipments (pounds)	568,126
Total Aircraft Established and Supplied	100
Total Vehicles Established and Supplied	134

(Continued on page 20)

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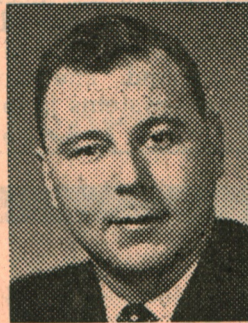
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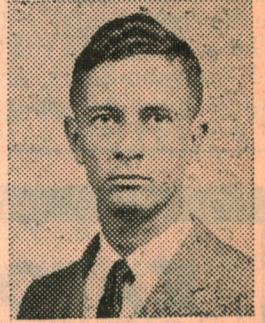
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1952 Pontiac Coach. Radio. Green color \$285
Only \$18 per month.

1960 Simca Sedan, Radio, Blue. \$1185
\$185 Down, \$42 per month.

1955 Pontiac Coach, blue. Very good condition \$795
Only \$34 per month.

1955 Olds Sedan. Green and White. Radio. Automatic \$945
\$95 Down, \$36 per month.

1956 Buick "Special" Sedan. Red and White. Automatic, Radio \$1,195
\$195 Down, \$42 per month.

1955 Chev. Bel Air Sedan. Auto., Radio, Tinted Glass. Blue and White. Only \$1,045
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TECHNICAL SERVICES

(Continued from page 19)

Total Demands on other RCAF Agencies to satisfy Customer Demands	26,000
Total all types of Vouchers Handled	110,000
Annual Dollar Value of Expenditures in Winnipeg	\$435,000

Less than one year ago, a system known as "Forward Supply" was introduced at Station Winnipeg as a means of increasing services to user sections. This service parallels the successful mail order programs of large firms like the T. Eaton Co. and Simpson-Sears, and no longer requires our customers to rely on

antiquated written requests and the need to subsequently pick-up his own goods. Another recent innovation is the Centralized Demanding System which permits daily orders to be placed on an RCAF Teletype System. These demands are processed daily in Ottawa on a high-speed electronic computer where the relevant issue orders are passed to the Regional Supply Depots for provisioning action. In many cases, this reduces the delay in supply from the old period of three to four weeks to the current one of a few days. Future changes involve the mechanization of stock control procedures, promising even greater rapidity of supply and demand. The purpose of all these new systems is to pro-

vide up-to-date inventory data so that sensible provisioning can be undertaken in conjunction with the latest scientific and marketing trends. This common-sense and modern approach to supply control permits the reduction in stock levels with the accompanying decrease in capital investment, and more importantly still, precludes the Service being saddled with obsolete equipment.

Telecommunications

A vital part of the overall Technical Services complex is the Telecommunications division which is responsible for operating the Ground Controlled Approach units (used by civil and military aircraft), Ground installation and

maintenance of all Telecommunication equipment, Aircraft telecomm equipment servicing and repair, Aircraft telecomm services, Telecomm workshop maintenance and repair, and Records, Engineering Orders and Quality control.

Although space limitations preclude full coverage of this vital segment of the Technical Services complex, it can be safely stated that the Telecommunications sections of Station Winnipeg headed by Squadron Leader C. H. Marham performs yeoman service, 24 hours per day, 7 days a week in keeping the "Electronic Heart" of Station Winnipeg functioning smoothly, efficiently and dependably.

CLASSIFIED

Classified ads will be accepted until 11 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 them each week they wish it to appear.

All ads of a commercial nature will be per agate line.

Ads will not be accepted by phone.

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JULY SPECIALS

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Oil Change (4 qts.)	2.40
Trans. Change (Std.)	1.50
Diff. Change	1.50
Check Distributor & Timing	2.50
Front Wheel Pack	3.00
Check Electrical System	2.00

Regular Price	\$14.15
Special Price	\$ 9.95

1c per gallon discount on gasoline to station personnel, with station plates in their car. We specialize in European repairs. European trained mechanic on duty.

STANMORE TEXACO SERVICE
Portage Ave. and Whittier St.
Kirkfield Park VE 2-2666

RADIO-TELEVISION SERVICE

Fast expert service by qualified technicians. Service calls \$2.50. A.V.A. Television. Phone anytime, JUstice 2-5066. Ask for Lem Murphy.

Buying a new Television Set? — Phone The Bank of Nova Scotia, WHittier 2-8451.

TV ANTENNA INSTALLATIONS

Channel 12 Special. 10 ft. — \$29.95. 20 ft. — \$39.95. Reserve your installation today. AVA Television. Phone 2-5063.

SUMMER RESORTS

Spend your leave fishing, boating, hunting or just relaxing at **The Happy Harp Resort**, Betula Lake, on the Central Whiteshell road, 23 miles from Sisters. Fully furnished L.H.K. cabins by day or week at reasonable rates — available Aug. 10 on — Central Motel. Plumbing — Boats and Motors — Groceries and Meats. Phone Betula Lake 2 ring 1.

ROOM AND BOARD

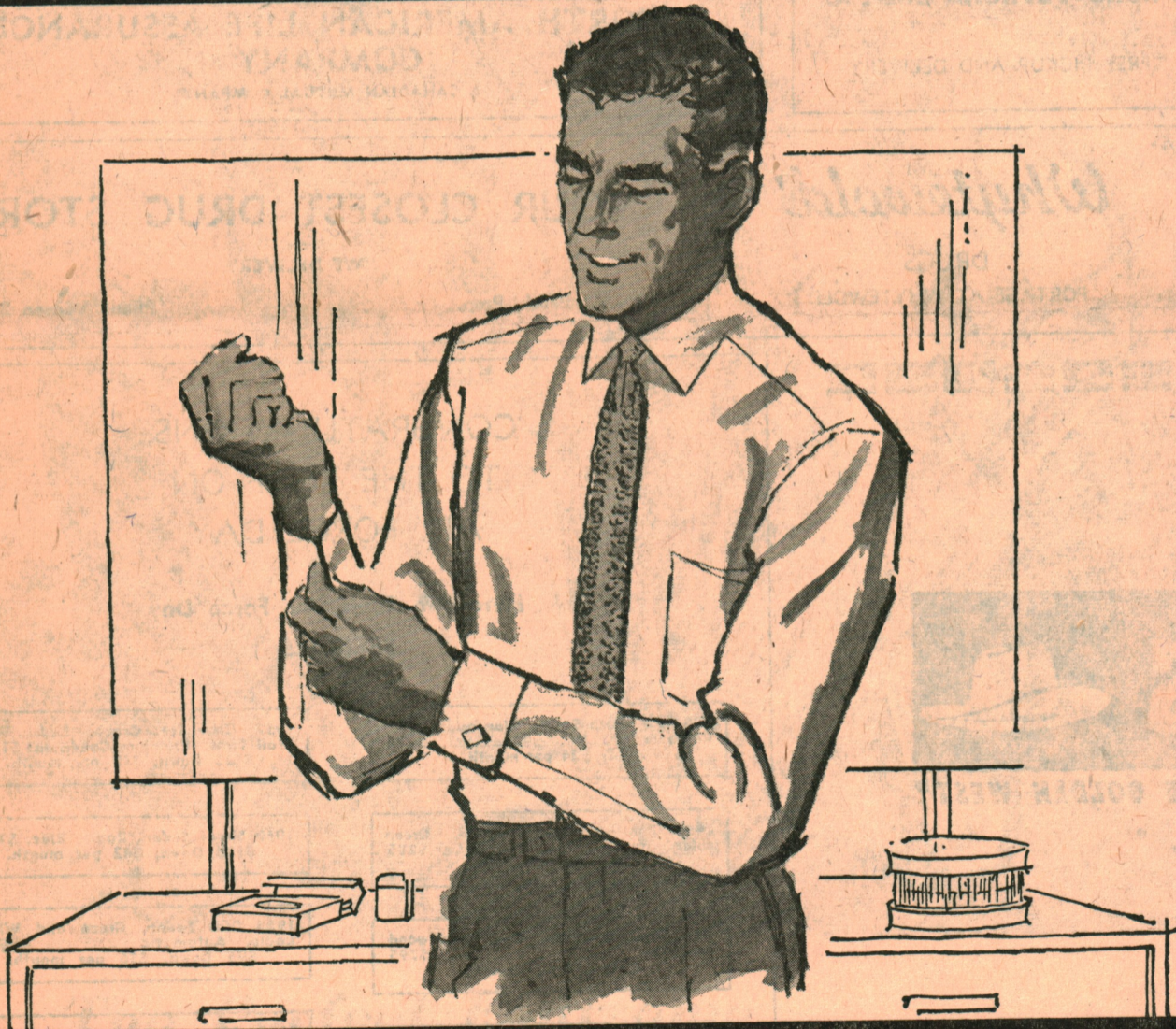
Room and board for 2 male persons — nice home — parking — 260 Kensington, St. James. Turner 8-6928.

WESTWIN EXCHANGE

Your headquarters for all camping supplies, ranging from tents, coolers, lanterns, barbecues, fishing rods and water skis. You name it — we have it or can get it for you. Just recently the shelves were stocked with a lovely selection of dry goods, shirts, trousers, bathing towels, swimming caps and caps. Too many items to list, so see you at the WESTWIN, next door to your air-conditioned Snack Bar, located in the recreation centre.

Station Library will be closed Sat., Aug. 5 to Mon., Aug. 7. Will open Tuesday, Aug. 8 at noon.

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Pick it up, look at it! At first glance, there seems to be little difference! But examine it more closely. Right away you'll see the quality in the fine two-ply English cotton . . . the meticulous tailoring and detailing of skilled craftsmen . . . the little details like pleated sleeves! They all add up to prove there IS a difference! This is only one item of the many superb men's wear fashions available at EATON'S. Each, **10⁰⁰**



Illustrated also: An example of our luxurious, imported all-silk ties. Each, **5⁰⁰**

Men's Furnishings, Main Floor, Portage.

EATON'S OF CANADA