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VOXAIR

AN AIRFORCE NEWSPAPER

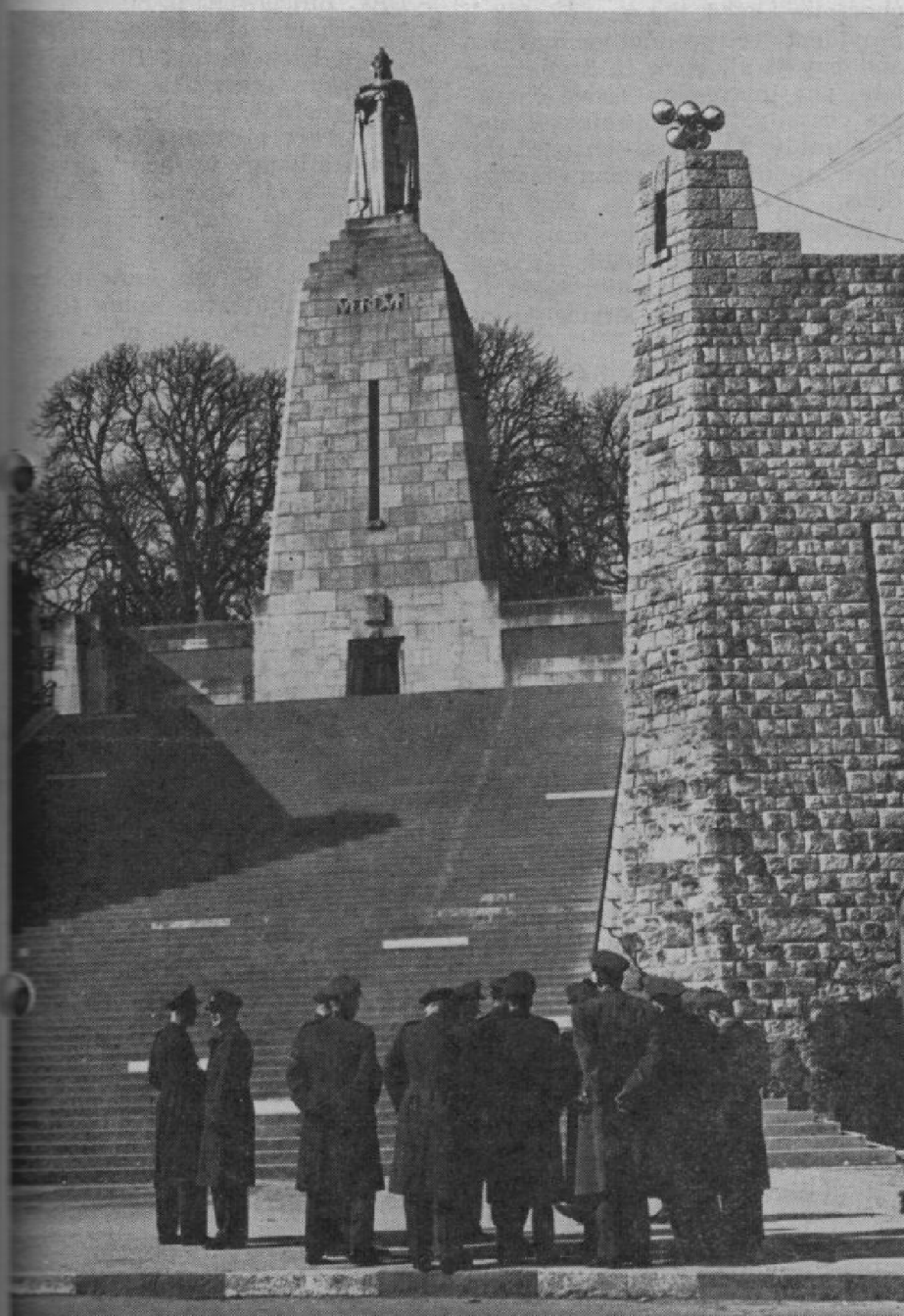


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Vol. 11, No. 21.

WINNIPEG, MANITOBA

May 25, 1962



Inside there are three niches ornamented with mosaics. Marble pedestals support "the Golden Books" in which are inscribed the names of all those who fought in Verdun.

Memorial To Victory and the Soldiers of Verdun

The SpecN course recently completed its annual visit to defence and research establishments in Europe and the UK. As a sidelight to the regular itinerary S/L Lorne Deyell of No. 1 Fighter Wing arranged a special visit to the war memorials and historic battlefields in the vicinity of Verdun. In the following article F/L G. N. Friesen describes the visit and the impressions left with him.

VERDUN

We were there, bright and early, that Saturday morning because the visit to the memorials and battlefields around the city of Verdun promised to be a welcome change from the technical lectures and visits which we expected during the rest of the tour. Our bus arrived, and soon the French coun-

tryside, with its brown rolling fields dotted with drab little farm houses unfolded before us. Occasionally we saw a farmer in his fields fixing a fence or shovelling out a drainage ditch, or a woman behind her house hanging out some wash. Everything else was still and peaceful. Every few miles

the bus would pass through one of those little villages whose houses were thrust right up to the edge of the road, and even here, there was so little activity about, that a man seen running into shops in one village seemed to be very out of place. At another village we saw an old woman coming from a bakery with a yard of bread under her arm. Its golden color made my mouth water because I remembered the French bread we'd eaten at Marville that morning, and it had proved to have all the flavour that its golden, toasted color promised.

Many of the houses in these villages still carry the pock marks from bullets and shells fired during the two world wars, and elsewhere, the countryside is dotted with forts, flack towers and other grim reminders of past wars.

In the city of Verdun, before proceeding to a reception at the city hall, we first visited some of the many war memorials and scenes of destruction about the city. There were many buildings, including the citadel, which still bear the marks of conflict. At the city hall the assistant mayor welcomed us to France and Verdun, and after expressing the great respect and affection which France holds for Canadians, he proudly told us the history of his city, which has been the scene of many major battles in Europe's history.

(Continued on page 4)

Servicing West

BY DICK GINTER

Transient — FS Limpalong forgot that his power mower was not a gravel crusher. As a result he now sports an injured foot. He was peacefully mowing his lawn when his whirling blade suddenly encountered a piece of old, discarded plaster. It tapped him smartly and so severely that he now has the most unpleasant sensation when putting his foot down. Here's hoping for a speedy recovery.

Bob Watts has sold his car and completed his clearances. So the next we hear from him will probably be from ovah theah! Luck, Bob.

Expeditors — Our condolences to LAC Francis whose son was injured in a tractor mishap and is now in St. Paul Jolliette Hospital, P.Q. LAC Francis is now in Montreal where his children are being taken care of by relatives while his wife is in hospital.

Sgt. Pete Elek is looking around

(Continued on page 2)

TB Tests Now Available

The Sanatorium Board of Manitoba is now holding a Tuberculin Test and X-ray survey in St. James. This survey is being performed in the same manner as the tests given to all RCAF personnel on entry, and the object is to detect tuberculosis in its earliest stages, when treatment is short and simple. It is part of a province-wide program financed by the Christmas Seal Campaign, and everyone is strongly urged to take part in it.

The test itself is simple. A very small amount of the testing substance is injected under the skin of the arm with a special "gun" which can scarcely be felt, and which is so much less trouble than a needle that even very small children take it quite easily. People who have never been infected with tuberculosis get no reaction at all. Those with active TB, people who have had even a mild and often unnoticed attack, and those who have been seriously affected in the past, show a painless red mark at the site of injection. However, the importance of this reaction has to be judged by experts, and therefore the result of the injection has to be seen a few days afterwards. At that time it may be necessary for the person concerned to have a chest X-ray.

This service is being provided free by the Sanatorium Board, and clinics are being held in St. James

(Continued on page 2)

Club 61

Who's for golf — yes golfing season is once again here and the airmen are no exception. The suggestion has been brought up for an airmen's golf tournament so golfers keep your eyes peeled for further details.

Please note the Candlelight dinner dated June 15th has been changed to June 16th, some tickets are still available \$3 per couple, better hurry along, not many left.

Bill Baptise and "Kip" McDonald have something further than their section in common, they both became fathers again last week both coming up with baby daughters. Congratulations fellas.

There has been a complaint in the club, of yellow paint on furniture, would the boys from 16 Hangar please wash their hands before coming to the club.

That's it for now. Bye.



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To some of you who may wish to neither borrow nor invest, we are pleased always to provide financial counselling service at no charge.

If there is any way that we can be of assistance to you, visit the Astra Credit Union at the Sharpe Street gate or phone VERNON 2-5082 or VERNON 2-1331 local 628. Incidentally, you must be an employee or the dependent of an employee at RCAF Station Winnipeg to be eligible to use our services.

TB TESTS

(Continued from page 1)

during May. All school children will be tested at school, but arrangements have been made for all dependants not attending school to attend special clinics at the Jameswood School. The tests will be held on May 31st from 7-9 p.m. and on June 1st from 1-5 p.m. and 7-9 p.m. The tests will be read and X-rays taken (when necessary) at the same place five days later, i.e. those who go on May 31st for testing should return for reading and possible X-ray on June 5th from 7-9 p.m., and those who are tested on June 1st should return on June 6th from 1-5 p.m. or 7-9 p.m. It is most important to have your test read by a qualified person, whether you appear to react or not.

Separate arrangements are being made for civilian employees of DND, whether they live in St. James or elsewhere. They may attend at the snack bar in the Drill Hall on the East Site (Bldg. 21) on May 31st from 9 to 12 a.m. and return for reading on June 5th from 9-12 a.m., or at the restaurant in the Recreation Centre (Bldg. 90) on June 1st from 9-12 a.m., with readings on June 6th at the same time.

There is no need for service

personnel to take these tests, as everybody is looked after under an exactly similar scheme which has been in existence for some time.

Those who are unable to attend at the above times can still be tested by going down to the offices of the Sanatorium Board of Manitoba at 668 Bannatyne Avenue, Winnipeg, on any week day.

SERVICING WEST

(Continued from page 1)

for a home. Somewhere in the snazzy neighborhood of \$10,000-\$12,000. When he finds it he will have an apartment to sublet.

LAC Bill Owens is busy getting his discharge clearances. He'll be heading back to 'old Blighty' for an extended vacation. We may be losing another good citizen as he doesn't care for the local climate.

We are happy to report that our well watered perennial, F/O AE Brayham, has returned for another summer of flying.

DAKS — Eleven hangar boys don't contribute too much to this column. But then, one of them remarked, 'I couldn't care less, I haven't seen a VOXAIR in two years. Take note, Circulation Manager!!'

I & E— ORM apparently me "disturbances created by man in ham radio code. By the way, Sgt. Noble, how did you make out on that exam?"

Speaking of hams, as we were, one question asked was; Why don't more of our highly trained radio people enter into this most interesting pastime?

One would almost believe that when radio is your job, it can't also be your hobby.

Inner Sanctum — I was given to understand that a certain officer in our section is opening a log book on his Rambler. So take warning when arguing about the perform-

(Continued on page 9)

EDITORIAL CORNER

10th Year

VOXAIR is this week celebrating its 10th anniversary. The second and third sections are devoted mainly to VOXAIR history and all the articles are reprints from VOXAIR over the past 10 years. We hope that these gems will bring back pleasant memories.

Congratulations Voxair on your 10th Anniversary



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ANS

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ANS News & Views

The highlights of the past week was the graduation of F/O DA Marshall, F/O DJ Bozek, F/O WW Jones and F/O KD Morris to Radio Navigation Wings standard. The Commanding Officer, Group Captain JF Mitchell and OC ANS W/C RCM Bayliss presented the fliers with their wings. The four graduates are posted to squadrons within Air Transport Command.

Believe it or not, there were thirteen graduates of the Senior "SNI" and "SNI" courses who joined the Air Navigation School last month. They have now assumed full time instructional duties and will be a big help with the heavy summer work load.

Congratulations go out to F/L AH Chadwick and F/L AJ Austdal on passing their Staff College Entrance exams.

The ANS Flying Wing took on the appearance of a "Manning pool" during the past week. There was a great influx of auxiliary pilots for the summer months. S/L Pat McDonald is a busy man these days getting all the training programmes underway. His able assistant is of course F/L "Tony" Matthews. So, a special greeting to the Auxiliary Squadron pilots from Universities across Canada who joined the Air Navigation Flying Wing this past week.

We do not know if one Auxiliary Pilot is disappointed or not. He was all ready to take off for duty with 426 Sqn. St. Hubert when notified of changed posting to ANS Flying Wing!

Personnel are urged to obtain

their certificates in St. John First Aid. The first course will be conducted 28 May to 1 June, '62. See your section head for further information.

F/L Bob Wicks of Electronics Air proceeded on short notice to the course at Clinton, Ontario. However, Bob's home is London, Ontario and everything was "A" OK.

The two Officers of ANS selected to accompany the Training Command Exhibit to Ottawa for two days are F/O CC Bennett and F/L M Darville.

The next ANS Wings parade will be held on the 8th June for Radio Officer Course 6102 and 6103 Navigation Course. The Air Officer Commanding Air Commodore RJ Lane DSO DFC CD will present the newly commissioned officers their wings.

One interesting highlight of the Wings Parade on the 8th of June will be the presentation of Wings to five members of the Norwegian Air Force.

(Continued on page 9)

ANS Numismatic News

By MICHAEL J. KOSTER

Seven months ago the Manitoba Coin Club held its first annual Coinerama at the Fort Garry Hotel in October, 1961. This event was well publicized and the turn-out most satisfactory, very pleasing to the sponsors. As yet I am not a member of the Manitoba Coin Club but hope to be sometime this year.

Curiosity attracted me to the Coinerama and I thoroughly enjoyed my six hour eye-tour of the many different old and new coins, tokens, medals, postage stamps,

old newspapers and all sorts of collectors' items.

Winnipeg's coin shops and dealers were well represented by the Regency Coin & Stamp Co., Peg Coin Co. on Selkirk Avenue, Chuck's Coin Shop, Paille's Coin Shop, Albert Stern & Co., Mauric O'Connell, Nat Fromkin and others. These vendors displayed their wares on bourse tables while the most valuable coins were in glass show-cases.

A separate room had an auction sale of coins going on for the members only, getting under way

around 10 a.m. that Saturday. People attended from far and near, some of them by train and chartered buses, for this was really something to see and perhaps purchase the odd item. One man from out of town purchased a very old Canadian ten-cent piece for \$95.

In no time at all the large room began to get crowded with Numismatists and interested persons. Among the well-known I noticed Hazel Elmore, Somer James, Mr. Kanee, George Dawes, Buddy Tins-

(Continued on page 6)



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FRANK BINKUS

TALKING SPORTS

REC BRILL



The Station Baseball team coupled with the Airwomen's softball nine will open their season in just a matter of a couple of days from now.

At 1 p.m. on Sun. 27th of May, last year's Training Command Baseball Champions from Station Winnipeg will initiate this season's Inter-Parochial League schedule at Riel Park in St. Vital. This is the same site as the opener was held last summer.

The Station Airwomen have entered the women's division of the Inter-Parochial League and their representation will make their debut at the same park at approximately 1 p.m. also.

Also in the inclusion of opening day activities will be a circus for the small fry and if a very warm day, a welcome concession stand. The players would definitely appreciate fans for their first encounter in enemy territory.

The Cpls. Club Fastball team of the Winnipeg Men's Industrial League have beaten the baseballers as far as opening their activities are concerned. Their second season in this loop was held last Wed-

nesday with opposition provided by Emco at Sargent Park.

Unfortunately, this deadline being Tuesday, there is of course no results ready to publish, but the grapevine will have spread their word.

However next Monday at 6.30 p.m., the Cpls. will take on Manitoba Hydro with a contest scheduled for the Old Exhibition Grounds. Manager Joe Price and Coach Dave Ross are working feverishly to have this game transferred to our own diamond back of the Rec Centre.

Next Wed. at 6.30 also, the Club will play their third game of the schedule at Sargent Park No. 2, this time against Winnipeg Supply. These players too would be mighty happy to see boosters from among any who would come out and cheer them on.

Congratulations to F/L Scottie Catton and members of his Station Soccer team who I understand have won their first two games of this year's impending heavy schedule. Details are unavailable at present, but scores of 2-1 and 3-2 as have been turned in so far by

the locals, bears an indication of some good clutch playing in the close ones.

We hope to have week by week reports on the progress of this club and will keep all informed of their progress.

CBWT—CHANNEL 3, WINNIPEG Sat. May 26th

1.30 p.m.: Goldeye Baseball — "Goldeyes vs. Grand Forks." 5.30 p.m.: Golf With Stan Leonard.

Along with my fellow cohorts on the VOXAIR staff who have been combing through past publications of this paper seeking info for this anniversary edition, I too had browsed through many of these copies.

Days later, only one article had remained imbedded in my unconsciousness and had suddenly come to light. This was the now departed Bill Oliver's SPORT TALK coverage of last year's annual Sports Banquet when all of the station athletes were honoured.

This occurred over 12 months ago and made me realize that I have heard no rumble yet of one that would be impending this season. I truly hope there is one in the planning stages.

CPLS. GOLF TOURNAMENT

On a very wet and windy Thursday 17, May at Tuxedo Golf Course no less than 37 hardy Cpls. including yours truly took part in the Cpls. Spring Tournament. To say the weather was bad would be putting it very mildly indeed. The wind at times exceeded 50 MPH and the rain that fell from time to time was of the blinding down-pour variety. This dampened the participants somewhat but in no way dampened the spirit of keen competition which was displayed by all from start to finish.

The event was well co-ordinated and for this we owe a vote of thanks to Bill Beamish our Club Sports Officer. Also our thanks go to Pat Peakes for acting as starter for the various foursomes.

Yours truly had the opportunity of playing in a foursome which included the three top scores. I have to admit that I wasn't one of them but it was a pleasure to play in their company. Cpl. Terry Burns was the top man of the day with an extremely good score of 75. This wasn't threatened by anyone else in the field although we all tried very hard. Closest to this were scores of 89 and 90 turned in by Cpls. Pete Steffiuk and Mark Gagnon in that order. These two along with Burns made up my foursome so you can see I was in very good company. Next best scores included Cpls. Bill Beamish

and John Konapetski at 95 and 96 respectively. There were other winners in various categories but space is at a premium this edition so please forgive me for any omissions. I would like to point out to our most honest golfer that putting is difficult under any circumstances but with a 5 iron it can be downright discouraging. This man was lucky enough to have with him some of our better shotmakers and they corrected his mistake quickly after viewing his play for only five holes.

To close we all give a large and well deserved vote of thanks to Mr. John Clark and the Carling Brewery Ltd. for supplying the 19th hole refreshments gratis to the club. This kind of generosity is very well received by the members concerned.

Until our next tournament keep smiling and keep the old eye on the ball.

VERDUN

(Continued from page 1)

Following this introduction we were shown the honours and medals of valour which have been bestowed on Verdun by the countries of the world, and all of them were proudly described in detail. We were then taken through the city's war museum (which is normally locked to casual tourists) to see some treasured trophies, busts of famous and infamous generals, photographs of the fighting during World War I, and some of the momentos of that war: barbed triangular spikes, large bear-like traps, little spears for dropping from aircraft, machine guns, rifles, grenades etc. But most impressive were the artillery shells — for if there is any really significant feature about the fighting during the First World War, it is in the amount and use of the artillery.

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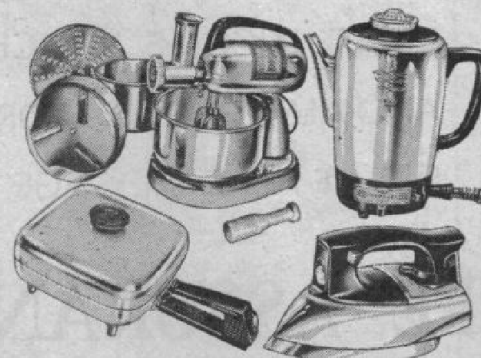
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VERDUN

(Continued from page 1) We were to see this weapon escorted to an enjoyable in charge of the orial at Dou near Verdun. lasted about 2 about 6 courts were food- very tasty champagnes a end of the m a most conge

Shortly aft however, our solemn, for a battlefield n countryside l appearance (except for s and very poc holes. As our holes are fr mines explo War. The ravaged that of erosion th and the grou such a depth a few stunte

The memo e visited cated on th ground near battlefield. T like the uppe and from th revolving, sy front of this cemetery, an cross seem graves into

Inside the marble and a soft blue rolls softly a ing arches of the wal names of m were killed c ict. Here a in this troub of peace wh and preserv

Outside mood soon taken to the to see the rooms look filled with from a sla were huma legs, and fir a two inc there, a cr arm, half a "Every ye find about place each represents field in wh way they rades."

We left, proceeded self.

Standing padre swep ren countr 5 miles by ing for th place. It h during an fell on eve this land. of your li that 8 mo were kille lion men!

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VERDUN

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We were to see later how devast-
ing this weapon could be.

From the war museum we were
escorted to an officer's club for
an enjoyable meal with the padre
in charge of the ossuary and mem-
orial at Douaumont, a fortress
near Verdun. The meal, which
lasted about 2 hours, consisted of
about 6 courses, only two of which
were food—the remainder being
very tasty and famous wines,
champagnes and liqueurs. By the
end of the meal everyone was in
a most congenial mood.

Shortly after leaving Verdun,
however, our mood became more
solemn, for as we approached the
battlefield near Douaumont the
countryside lost its gentle rolling
appearance and became barren
(except for some stunted shrubs)
and very pock marked with deep
holes. As our host explained, the
holes are from the shells and
mines exploded during the First
War. The countryside was so
ravaged that even after 40 years
of erosion the holes still remain,
and the ground was churned up to
such a depth that, even today, only
a few stunted shrubs can grow.

The memorial and ossuary that
we visited at Douaumont is lo-
cated on the highest point of
ground near the centre of the main
battlefield. The building is shaped
like the upper part of a huge cross
and from the top of it shine four
revolving, synchronized lights. In
front of this memorial is a large
cemetery, and the arms of the
cross seem to sweep all of the
graves into their fold.

Inside the memorial the polished
marble and concrete glows with
a soft blue and red light which
rolls softly around the gently curv-
ing arches and pillars. On stones
of the walls are inscribed the
names of many of the men who
were killed during the terrible con-
flict. Here at least, if nowhere else
in this troubled country, is an aura
of peace which is carefully guarded
and preserved.

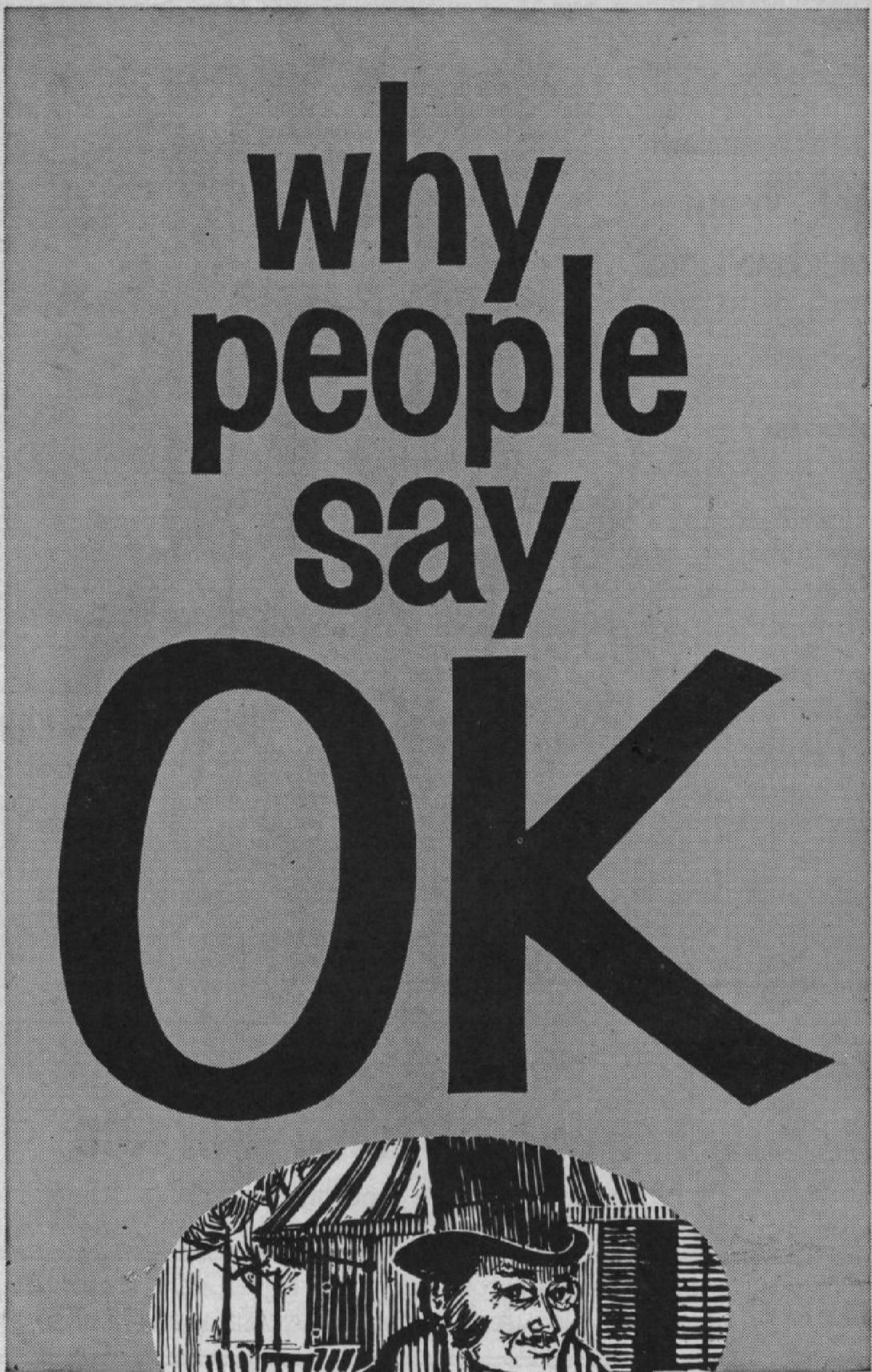
Outside again, our tranquil
mood soon changed, for we were
taken to the back of the memorial
to see the ossuary. At first, the
rooms looked as if they were
filled with the bones of animals
from a slaughter house. But these
were human skulls, human ribs,
legs, and fingers; here, a skull with
a two inch ragged hole in it;
there, a crushed torso, part of an
arm, half a hip.

"Every year," said the padre, "we
find about 150 new skeletons. We
place each one in the room that
represents the sector of the battle-
field in which it was found. This
way they remain with their com-
rades."

We left, white and shaken, and
proceeded to Fort Douaumont it-
self.

Standing atop the fort, the
padre swept his hand over the bar-
ren countryside. "In this area, only
5 miles by 28, most of the fight-
ing for the city of Verdun took
place. It has been calculated that
during an 8 month period one shell
fell on every square centimeter of
this land. That's an area the size
of your little finger. And during
that 8 months over a million men
were killed. Yes gentlemen, a mil-
lion men!"

We proceeded into the fort and
(Continued on page 8)

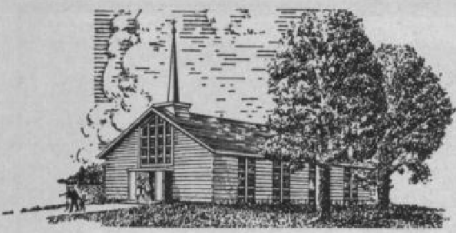


It's said that the popular word OK
might have sprung from an old French
expression: **O qu-oui**, which was an
emphatic way of saying Yes! Modern
people are pretty emphatic, in a
pleasant way, when they say OK. It's
natural to say OK in happy agreement.

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Chapel News

ROMAN CATHOLIC CHAPEL NEWS

Rev. F. A. Halle (W/C), Training Command Chaplain (RC).

Rev. J. A. Frederickson (S/L), Stn. Chaplain (RC), VE 2-1311, Local 272.

MASSES

Sunday—0900 and 1100 hours.

Monday to Friday—1630 and 1705 hours.

Saturday—1100 hours ONLY.

CONFESSIONS

Before every Mass. During Sunday Mass.

N.B.—Parents should send their children to Confession on Friday after school (i.e. from 4 until 4:30 p.m.).

PROTESTANT CHAPEL NEWS

WEEKLY CALENDAR

SUNDAY, 27th May

0930 hours—Junior Church — Chapel. Primary — Basement Lounge, Rec Hall. 1100 hours — Kindergarten—Basement Lounge, Rec Hal. Nursery—Chapel Annex. Divine—Service. 1900 hours — Senior Teens.

THURSDAY, 31st May
2000 hours—Senior Choir Practice.

A BUSHEL OF GRAIN

(Family Herald and Weekly Star) Secretary Charles Milton, Princeton, injected a temperance note into his report at the annual meeting of Ontario Concentrated Milk Producers. He said: "If a farmer sells a bushel of grain to a manufacturer of whiskey, he puts the grain through a distillery, called a still, it comes out firewater and the consumer pays \$3 to \$5 a quart or 50 cents a shot. The consumer drinks it and says 'gimme another.' The farmer puts his grain through a distillery called a cow and it comes out milk. The consumer pays 22 cents a quart, takes a drink, sets his glass down and says, 'go easy on the milk folks; the price is away up.' This is a classic lesson in economics and human frailty."

SENIOR TEENS

The Senior Teens will be playing host to residents of the Peguis Indian Reservation on Sunday, 27 May. Tea and cakes in the Chapel at 1600 hours.

CHURCH SCHOOL

The final session of the Church School this term will take place on Sunday, 10 June. The Annual Outdoor Family Service is planned for the following Sunday, 17 June, at 1100 hours.

HOLY COMMUNION (ACC)

There will be no Holy Communion (Aglican) on Sunday 27, May. Padre DeLong will be on TD at RCAF Station Winisk.

SOLUTION TO MAY 11 CROSSWORD PUZZLE

ACROSS	86. deb	DOWN	72. stag
1. cows	87. faut	1. Cinema	75. smog
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30. sten	111. sake	14. cane	99. foe
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40. Frank	125. Sta	29. rub	116. yawn
42. Binkus	126. Argos	30. Sturgess	117. sip
44. snee	129. Howe	32. ale	119. hats
45. vests	130. Jasper	35. Anka	122. bowling
46. Kit	132. ether	37. skeet	124. negated
48. tier	136. Reay	38. Enos	126. a rap
49. cool	137. dawn	39. zebra	127. rehab
50. lib	138. punt	41. kids	128. gallon
51. armadas	139. Gus	43. nib	129. Hal
55. beggars	141. some	44. sore	130. July
57. Pearkes	142. AHL	45. via	131. rum
61. lea	143. ball	47. Tapp	133. hockey
62. Spec	144. felt	49. Casey	134. ember
64. tense	145. James	50. let out	135. rest
65. bot	147. CBS	51. Albatross	137. darts
66. Aida	148. Palmer	52. Read	138. Peake
67. Berg	150. inlay	53. Marie	140. serve
69. PAO	152. rut	54. seam	143. Bess
70. Sue	153. Rocket	56. gnu	144. floe
71. solos	155. boast	57. polo	145. Judo
73. NES	156. nook	58. kin	146. soon
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76. Maris	158. voter	60. Saskatoon	151. nor
79. Yarmouth	159. Ness	63. coal bin	152. Rio
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KADET KORNER

By F/C MURPHY

Well, your travelling reporter is out at the World Fair and still I have not received any word so I guess I will have to cook up a little news from around here. There is a mess dinner coming up on the 23rd and I think the flowers should be safe as 6106C will still be on leave. Also the All Ranks Dance

have been moved ahead a week so there will be a little more time to spend at the dinner.

On behalf of everyone . . . so long "Neuf," it was good having you around.

Well, F/C Jessen is married now and there must have been a real bash out in Lake Alma, Alberta, pop. 149, when he and 6106 moved in a week ago last Saturday.

For all track and field enthusiasts . . . there will be a track meet in June so let's get out and get in condition.

Well that's all for this week until we hear from the World Fair.

NUMISMATIC NEWS

(Continued from page 3)

ley, Dave Nepon, Lou Barr, Jo Cooper, Steve Lipski and many others. Parents also attended with their children and everyone was rubbing shoulders. Then and there the sponsors decided that this year's still bigger 2nd annual Coinerama will be held in a Hotel located in central Winnipeg having a huge ballroom.

This gala affair will be announced in many of our province's newspapers as to the date, time and location. I'll inform you too. If you can come, it will be a day well spent with something real different to do. The admission was 25c per person last year. I have a feeling it will be doubled this year. At any rate, you won't regret it, believe me. If possible bring the kiddies.

Bye-bye for now, I'll be looking out for you all at the 1962 COINERAMA!!!

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AIR FORCE



LAKE TR

(Salmon

OLD "NAMAY" of the deep), as him, is always a . . . especially if the Spring or Fall close to the surface

Manitoba Trout weights. Ten-pounds in the common cl fish are far from Laker that doesn pounds hasn't a North's annual held in Flin Flor

Spring and aut vide the most thr At those times, spinning tackle is summer, use cop or extra-heavy s er type shiny spi ork rind or min fures.

The best Lake in these areas: Flon-Cranberry Whiteshell Forest ens Lake . . . G Northeastern Ma deer, Barrington in the Far North

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May 25, 1962

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AIR FORCE



By JOHNNY

LAKE TROUT ... (Salmon Trout)

OLD "NAMAYCUSH" (dweller of the deep), as the Indians call him, is always a "tough customer" . . . especially if you hook him in the Spring or Fall when he cavorts close to the surface.

Manitoba Trout are real heavy-weights. Ten-pounders are almost in the common class. Fifteen pound fish are far from unusual, and any Laker that doesn't go over thirty pounds hasn't a chance in the North's annual fish derby that's held in Flin Flon each year.

Spring and autumn periods provide the most thrilling trout sport. At those times, light casting or spinning tackle is sufficient. In the summer, use copper or monel line or extra-heavy sinkers. The plainer type shiny spinners baited with pork rind or minnows make good lures.

The best Lake Trout Fishing is in these areas: The Pas — Flin Flon-Cranberry Portage District . . . Whiteshell Forest Reserve . . . Aikens Lake . . . Gods Lake area in Northeastern Manitoba . . . Reindeer, Barrington and Laurie Lakes in the Far North.

NORTHERN PIKE ...

You'll find this voracious "scrapper" and his chums almost wherever you wet a line in Manitoba's many lakes and rivers. He's considered about the hungriest fish alive; the only thing he won't swallow is your rod and reel.

Hunt these big boys in shallow, weedy bays or in back-eddys near fast water in rivers. As for lures, they'll take spinners and plugs . . . in fact, anything that moves. As for size, don't be at all surprised if a hulking 25 pounder snaps at your lure—that's not at all uncommon.

Where to catch them SOUTH OF THE 53RD PARALLEL: Lake St. Martin, Lake Winnipeg, Lake Manitoba, all waters in the Whiteshell Forest Reserve, and many others. NORTH OF THE 53RD PARALLEL: Cranberry Lakes, Atikameg, Reed, Lake Athapuskow, Gods Lake, Kississing (Cold) Lake and plenty more.

WALLEYED PIKE ...

Wherever you decide to drop a line in Manitoba, chances are you'll come to grips with your old friend the Walleye. However, you may be interested to know that this ubiquitous chap is called a Pickerel in Manitoba. The truth of the matter is—he's officially known as the Yellow Pike-Perch.

Whatever his name, the Walleye is still one of the finest catching and eating fish you can hook in Manitoba waters. In bone-chilling, crystal-clear lakes, of the Far North, you'll find the Walleye has a completely different personality from his cousins in the south. He looks a little different and he's got a mean streak that keeps him always "spoiling for a scrap."

You'll catch up with him SOUTH OF THE 53RD PARALLEL in practically all lakes in the Whiteshell Forest Reserve, the long stretches of the mighty Winnipeg River in the eastern part of the Province. In the streams running into Lake

Winnipeg and Lake Manitoba like the famous Waterhen River north of Winnipegosis.

North of the 53rd parallel he's found in most waters around The Pas, Cranberry Portage and Flin Flon. Farther east and north in the Nelson and Churchill Rivers and the famed Gods Lake country.

SMALLMOUTH BASS

Most times, even the most inexperienced angler has heard of the prowess of the Smallmouth Bass. It's often said to be "Inch for inch and pound for pound the gamest fish that swims" . . . and for good reason!

While there may be the odd devotee of another species that will argue that point, there's no questioning the fact that Manitoba is wonderful Smallmouth country. Here you'll have the time of your life pulling them in as you relax amid Manitoba's unspoiled grandeur.

Manitoba Bass may be taken in a variety of ways—still fishing with worm, minnow, crayfish or frog, trolling or casting with plug or spinner. Success has been reported

also with fly fishing lures such as the bucktail, spinner fly, or bass flies and bass bugs.

Look for these "fighting fools" at these spots: West Hawk Lake, Falcon Lake and the Winnipeg River . . . all situated in the Whiteshell Forest Reserve. In The Pas-Flin Flon area, try Lake Athapuskow.

(Manitoba Bureau of Travel and Publicity)

In the months to follow your Air Force Afield will deal specifically with each type of game fish in turn. These articles are planned to acquaint our newcomers to the station with suggested hotspots for these fish, and as well, to help pave the way for our novice fishermen.

Sorry, will have to sign off for now—must prepare for a fishing expedition—at the moment this article is going to press I hope to be landing one of Manitoba's magnificent Lake Trout.

NOTICE: Next RCAF Winnipeg Game and Fish meeting will be 2030 hrs Wed., May 30th, in Bldg. 24. Refreshments, outdoor movies and elections are on the agenda.

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The Distaff Side

PROTESTANT CHAPEL GUILD

Monday 14th was the date for the May meeting of the Protestant Chapel Guild. As is customary, a short devotional service was held in the Chapel and then the ladies adjourned to the annex for the rest of the evening's activities. A business meeting was held first. The treasurer disclosed the net profit to date from the Whist Drive amounted to \$90. With some of this money a cross will be purchased for the portable altar for the Sunday School. The sum of \$17 was realized from the sale of candy donated by the mothers of Junior choir members toward the completion of gowns and an additional \$25 was voted to this project by the Guild members.

The Fall bazaar was discussed. Mrs. Eleanor Cole, who will be convenor of the sewing table, gave a showing of the garments already made and Mrs. Betty Clark, convenor of the novelty table, displayed novelties that had been completed so far. Notice was given that the next bazaar work meeting would be held at the home of Mrs. Frances Dunn on Wednesday, 23rd of May.

For the next meeting of the Guild in June it was decided to

hold a cold buffet supper with members supplying salads, rolls and cold meats. (Since a number of Guild members are leaving and spoons will be presented to them at this time, it is hoped that as many ladies as possible will attend the June meeting.) The business meeting was then closed.

The program convenor had invited a guest to visit the station this evening and now the Guild ladies were to be given a demonstration as to how to arrange flowers. Naturally, this was of interest to all but probably no one realized just how enjoyable this would be. Miss Parkin was a woman of exceptional talent.

She had brought along containers of every shape and size and, of course, a beautiful and varied supply of flowers and greens. During the course of the ensuing demonstration all thought of the severity of the Manitoba weather was forgotten and one was transported to a Utopia where iris, chrysanthemums, roses, orchids, marguerites, flox, cedar and eucalyptus blossomed in abundance. Little wonder that Miss Parkin's store in town thrives so successfully. Her talent for display is greatly in demand. This lady's artistic ability was appreciated more

fully because of her careful selection of small combinations of flowers and greens rather than copious and expensive arrangements. This recommendation from her of economy in the use of flowers coupled with her beautiful gifts of corsages to some of the ladies was so refreshing in this area of commercialism. A most pleasant evening and a delightful guest. Note: Miss Parkin operates Adam's Flowers at the corner of Portage and Sackville in St. James and is most helpful to all her customers. This is the store which provides the flowers for the chapel each Sunday at a very reasonable fee.

Tickets are still on sale from the Brownie and Guide leaders for the annual Mother and Daughter banquet to be held in the Combined Mess at 6:45 on May 31st. The banquet will cost \$1.25 per plate. The leaders would appreciate knowing just how many will be attending by the 29th at the latest, so please get your tickets soon, ladies. This is a very big event for the youngsters and mothers alike and always has a large attendance.

Incidentally, the Guides and Brownies had a very successful cookie sale recently and would like to thank all those who contributed towards making the effort a success.

It has been necessary this week to keep our copy short because of the need for space in this anniversary issue. Therefore no recipes this week but we will try to make up for it with a little extra in the following issue.

VERDUN

(Continued from page 5)

were conducted through it by a wiry little man of about 65 years of age. He had fought to recapture the fort in 1916 and his voice betrayed his pride and emotion as he vividly recalled some of the events of those glorious days.

"Listen," he said as his voice echoed through the damp corridors, "you should have heard it when the shells were constantly falling. We had to sit here and take it most of the time. They hadn't heard of battle fatigue in those days!"

"This area has been sealed off," he said as we came upon a small German memorial on one of the three floors. "While the Germans were occupying the fort one of our shells started a terrible fire and the ammunition dump blew up. Thirteen hundred men were killed, and the destruction was so complete that the area was simply sealed off. When the Germans

came in 1940 they erected this monument to their dead."

Our next stop was the monument of Bayonet Trench. This monument is about 30 feet long and it sits above a buried trench from which protrude ten bayonets. The event which the memorial recalls occurred on the night of June 11th, 1916 when the area was being heavily shelled in preparation for a German assault. The men in the trenches were sitting with grenades in their hands (to be used first when the attack came), and with their rifles beside them with bayonets fixed. During the course of the bombardment shells fell in front, behind and on the trench, completely burying the men therein. The twisted bayonets protruding above the ground are all that remain to remind the world of their sacrifice.

Our last stop before leaving the battlefield was the village of Fleury. Fleury no longer exists! It, and six other villages, were destroyed so completely that they couldn't be made habitable again. Where the prosperous village of Fleury once existed is a small chapel which was built from material salvaged from each of the buildings of the town. All around the chapel signs are posted, "Danger, Do Not Exceed Beyond This Point," "Unsafe to Pass," etc. "This area is very dangerous, even now," said the padre. "Before 1937 the boy scouts used that flat strip of ground next to my home for a camp site. One night one of their camp fires detonated an old shell. Two of the boys were killed and five were wounded. These hills aren't safe for anyone—even if plants would grow here."

We returned to Marville in silence—each with his own thoughts. Few, if any of us, had previously made any real attempt to learn of the ideals for which so many had fought during the First World War. We've been too concerned with

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more recent events have been even fewer of us suffering and counting made in that first But the men who Verdun fought for an end to that for all times. still worthy of heroes of World trayed by later, if they had failed NE PASSE PAS regardless of that they give us ca that in the defense have no monopoly self-sacrifice.

ANS NEWS & VIE

(Continued from page 5)

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But the men who died outside of
Verdun fought for democracy;
for an end to tyranny; for peace
for all times. These ideals are
still worthy of self-sacrifice. The
heroes of World War I were be-
trayed by later events. But what
if they had failed? They said, "ON
NE PASSE PAS," and stuck to it,
regardless of the cost. Certainly
they give us cause to remember
that in the defence of our ideals we
have no monopoly on heroism and
self-sacrifice.

ANS NEWS & VIEWS

(Continued from page 3)

This is the time of year when
many of the ROTP graduates enter

the RCAF with a permanent com-
mission. Among such graduates
were F/O DJ Marcotte, F/O LT
Doshen, F/O GA Johnsrude, F/O
JS Plaxton, all of the University
of Saskatchewan and F/O BA
Marsh, F/O GJ Landry, univer-
sity of St. Francis Xavier. The

newly commissioned officers are
under training as Radio Navigators
at the Air Navigation School.

SERVICING WEST

(Continued from page 2)

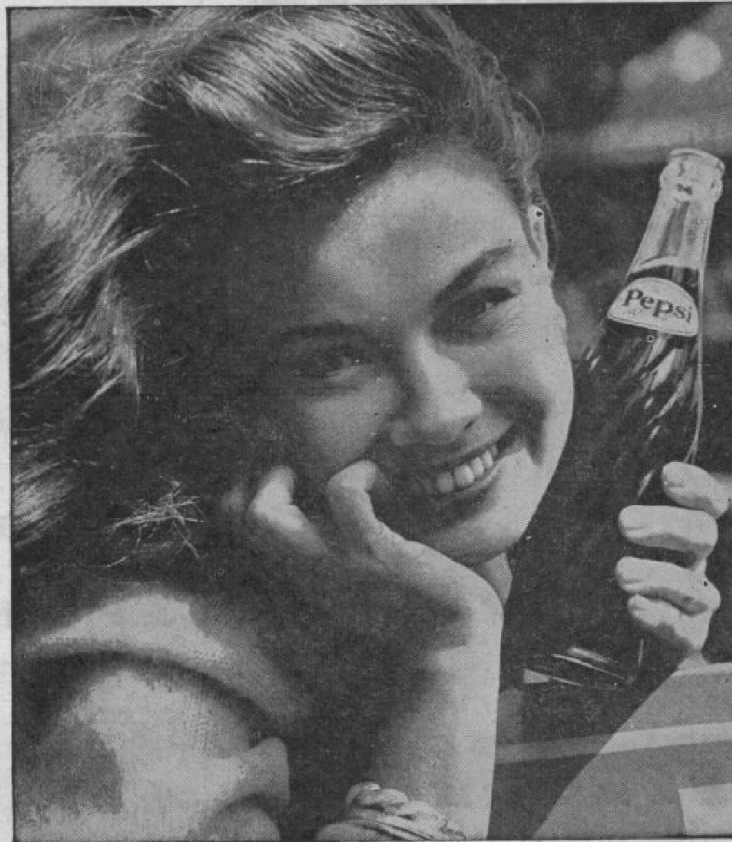
ance of his car; he's got the facts

and figures to back him up!

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NOTICE

TB Tests As Follows:

AIR FORCE DEPENDENTS

Jameswood School

Test 7 to 9 p.m., May 31st

Reading 7 to 9 p.m. June 5th

—also—

Test 1 - 5 & 7 - 9 p.m. June 1st

Reading 1 - 5 & 7 - 9 p.m. June 6th

CIVILIAN EMPLOYEES

Drill Hall Snack Bar

Test 9 - 12 a.m. May 31st

Reading 9 - 12 a.m. June 5th

—also—

Bldg. 90 Snack Bar

Test 9 - 12 a.m. June 1st

Reading 9 - 12 a.m. June 6th

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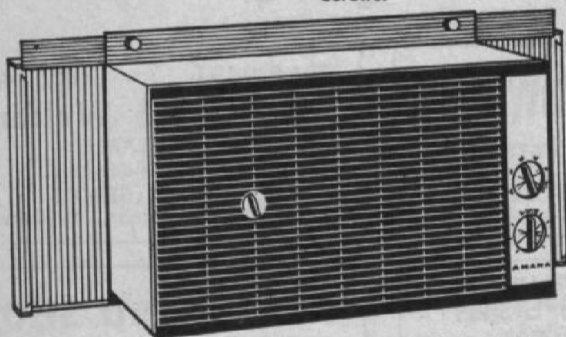


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SECOND SECTION

Vol. 11, No. 21.

VOXA



VOXA



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VOX



SECOND SECTION

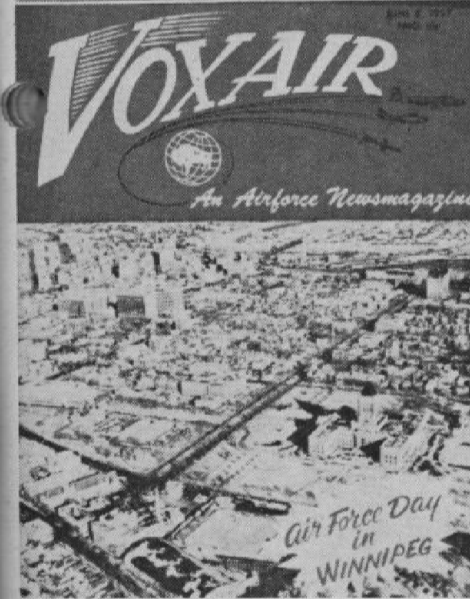
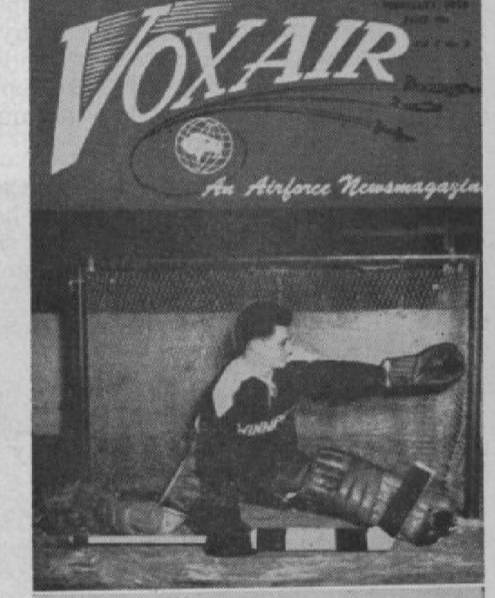
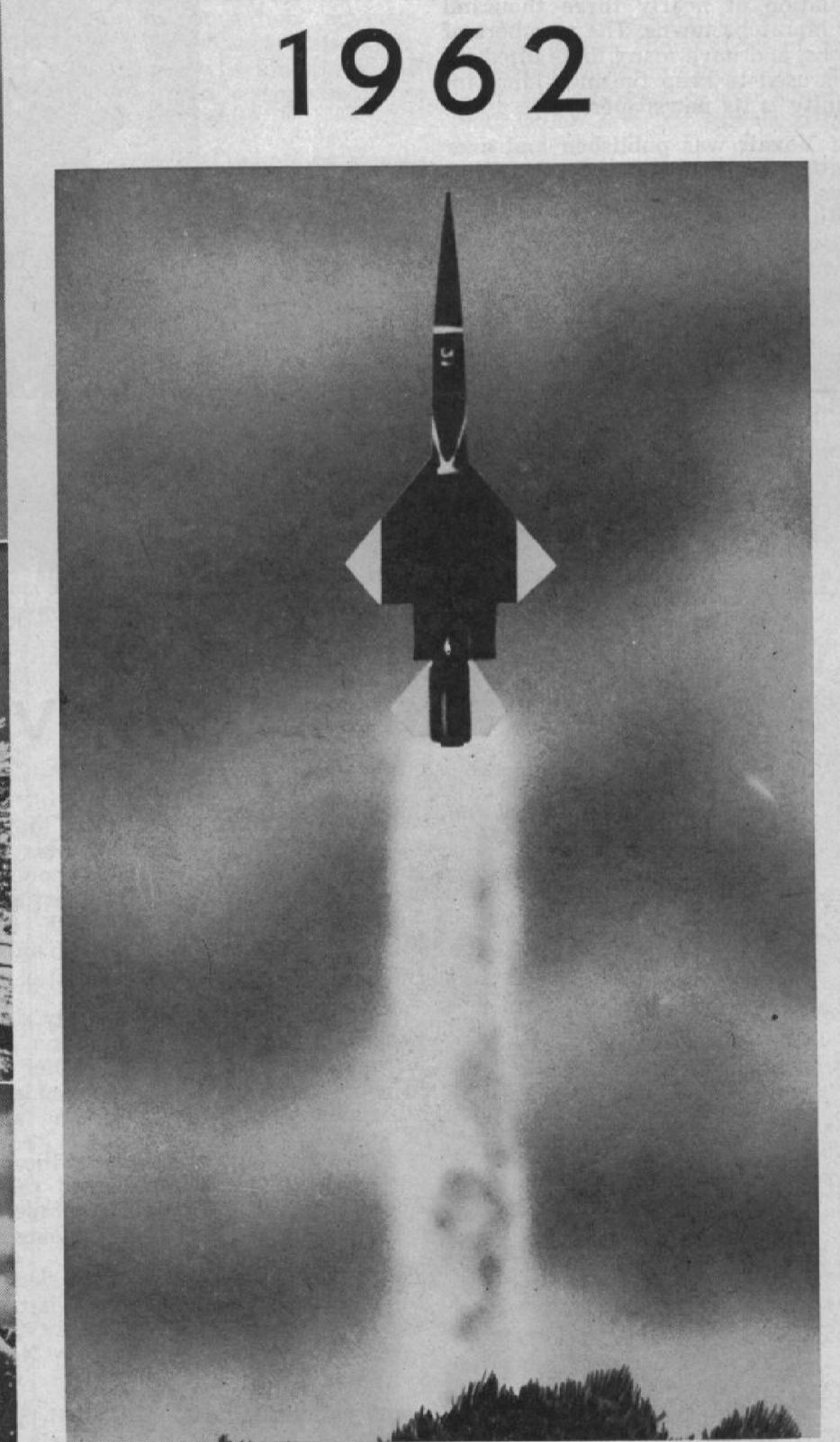
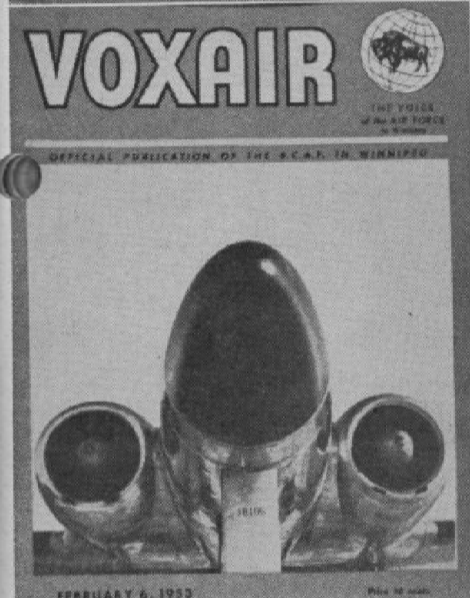
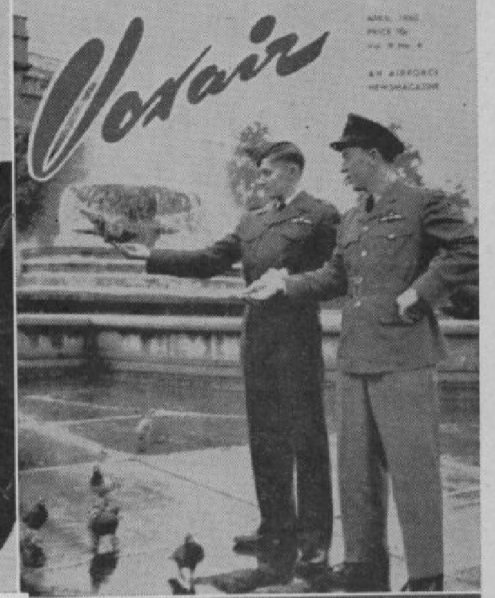
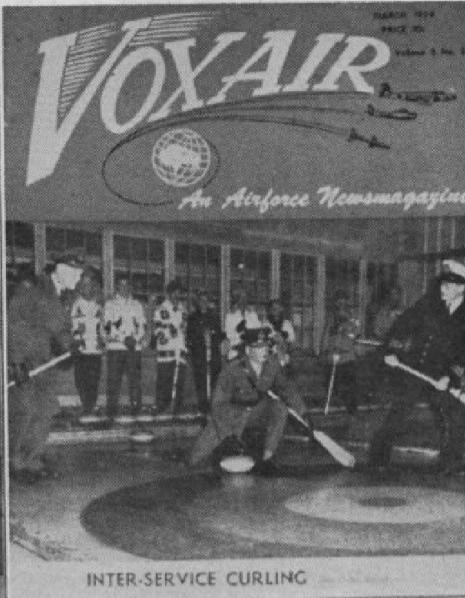
10 YEARS OF VOXAIR

ANNIVERSARY SECTION

Vol. 11, No. 21.

WINNIPEG, MANITOBA

May 25, 1962



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GROUP CAPTAIN J. F. MITCHELL, DFC, AFC, CD,
Commanding Officer RCAF Station Winnipeg



F/L A. F. CLARKE
Editor



F/L G. A. DAWSON
Advertising Manager

The increasing complexity of the world in which we live has made personal communications between individuals and groups more difficult. RCAF Station Winnipeg has a population of nearly three thousand people, a larger population than many Manitoba towns. The members of our community do a wide variety of jobs, and have many diversified interests. One of the most effective tools used to keep the individual informed of the activities in his community is its newspaper.

Ten years ago the first edition of Voxair was published and ever since that time it has been a show case for the activities of Station Winnipeg. Through the years Voxair has changed its format and gone through many different changes in editorial staff and policy. Through all these changes, however, it has continued to improve its content and its standard of presentation. Today Voxair is a growing weekly newspaper with a circulation of one paper to each three members of our community.

Today's issue marks the tenth birthday of Voxair. Heartiest congratulations are extended to all members of the staff and the wish is expressed that the next decade may be as progressive and rewarding as the last one.



F/L J. G. Bemister
Managing Editor



WING COMMANDER W. B. M. MILLAR
CadO RCAF Station Winnipeg

The production of a weekly magazine such as Voxair has taken a tremendous amount of effort and imagination on the part of many of our station personnel. In general, although the paper is yet far from perfect, it is considered the results have been well worthwhile, tending to knit our community together and providing us with a source of interest and amusement. On this tenth anniversary of Voxair it would be most appropriate if I were to thank all those responsible for the success of this magazine very sincerely. Your work has been well done and is much appreciated.

WHY VOXAIR?

Our Voxair was "born" in May, 1952 with the first publication in magazine form. The cover of this first issue datelined May 30th, 1952 showed F/C H. A. Spikings, honour graduate of the first Navigator course trained at 2 ANS, receiving his wings from the late Viscount Trenchard, Marshall of the RAF. (F/L H. A. Spikings is now back in Station Winnipeg employed as an Avionics instructor with the Central Navigation School).

Voxair, created in the early days of Station Winnipeg's post war expansion, grew with the station and constituted a pleasant informal history of these years. The earlier editions of the magazine were published every third week to coincide with Air Navigation School graduating courses, but later became a monthly magazine.

An important milestone in the career of the magazine was reached when Voxair proudly accepted the 1957 Canadian Industrial Editors Achievement Award which symbolized creativeness and skill, excellence of presentation and achievement of purpose.

During late 1960 it was decided that the contents of Voxair and its value to station personnel was marginal due to the fact that the magazine was only published monthly. To supplement Voxair, Station Winnipeg was distributing a Weekly Newsletter to all residents of Married Quarters.

As a result, in January 1961, Voxair came into being as a weekly newspaper; and with it the vastly increased tempo of meeting weekly deadlines.

The first year was a turbulent one for the struggling young newspaper. With most of the problems and few of the advantages associated with a larger commercial paper, Voxair still survived. Slowly but surely the newspaper gained ground and we will modestly agree that today,

(Continued on page 13)

WHY VOXAIR?

(Continued from page 12)
Voxair is recognized in Canada.

Voxair staff are trained professionals for improvement. Nothing worthwhile is achieved without continuous search for new ideas and training our staff.

A normal staff of people who are trained professionals is even more difficult to change due to positions due to positions. help to make up for most time-consuming due to Air Force changes the past 16 months. our civilian counterparts on full time jobs are impressive.

The role of Voxair Policy as follows: achievements, a RCAF community. Winnipeg a top priority local events which be of interest to our staff, and public relations personnel and department community may be and accurate information.

The entire staff to the RCAF station administration staff members and continue to fulfill their manner.

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WHY VOXAIR?

(Continued from page 12)

Voxair is recognized as one of the finest Air Force Newspapers in Canada.

Voxair staff are among the first to admit that there is always room for improvement in our newspaper. Improvement however takes time. Nothing worthwhile is accomplished overnight. In addition to the continuous search for new material, planning new and interesting features and training our constantly changing staff, we have a deadline to meet.

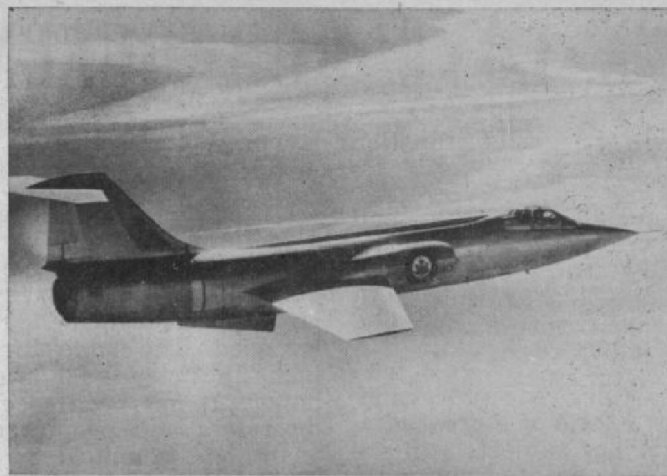
A normal newspaper employs a permanent staff, and this staff are trained professionals. They have to be. Voxair staff are usually people who are completely untrained in the newspaper field, and what is even more disrupting to the publication of our paper are the constant staff changes due to transfers; not counting the many minor disruptions due to postings, temporary duty, leave and all the niceties that help to make up a military career. Training new staff is one of our most time-consuming tasks. This is appreciated when it is realized that due to Air Force transfers, Voxair has had no less than five editors in the past 16 months. These obstacles alone would be "hair raising" to our civilian counterparts; but, the fact that Voxair staff are employed on full time jobs in addition to their newspaper work is even more impressive.

The role of Voxair is clearly defined in an excerpt from our Editorial Policy as follows; "shall be to provide a commentary on events, achievements, and activities of service and civilian personnel in the RCAF community; to give the personnel and dependents of Station Winnipeg a topical and comprehensive resume of world, national, and local events which have a bearing on the Service or are considered to be of interest to them; to provide a medium for "on station" advertising, and publicity related to the activities and pursuits of Station personnel and dependents; and to provide a medium wherein the RCAF community may present in an appropriate manner, a representative and accurate insight of its activities to the general public."

The entire concept of Voxair may be summarized as one of service to the RCAF community in our area. With the support of the Station administration, and with the interest and assistance of readers and staff members alike, there is every reason to believe that Voxair will continue to fulfill its role in an entertaining, accurate, and forthright manner.



A. DAWSON
Managing Manager



OUR AIR FORCE "TODAY"

(REPRINT VOXAIR, JULY 1960)

A comparison of the first powered aircraft to fly in Canada, the 750 lb. Silver Dart which had no instruments, to the 148,000 lb. Argus sub-killer with its complex electronic equipment, gives a significant illustration of the progress made in Canadian aviation.

Today's operational RCAF is to a large degree the product of the expansion program embarked upon after the outbreak of the Korean war, which saw the service triple in size.

A significant addition to the RCAF's defence arsenal, the Argus, is not only the biggest aircraft ever built in Canada but the largest and best fitted anti-submarine aircraft in the world with respect to modern electronic and other aircraft capable of very long range patrol and anti-submarine warfare operations, the Argus plays an important part in the fulfilment of equipment. A land-based versatile the RCAF's commitments to Cana-

dian air defence, and to NATO, under the Supreme Allied Commander, Atlantic (SACLANT). It is intended primarily for deep ocean coverage, and can cover those areas which, because of in-

(Continued on page 16)

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Continued on page 13)

WE LOVE OUR QUEEN

(Reprint Voxair 1952 Coronation Issue)

With colorful ceremony and pageantry, with pomp and majesty, and yet with great dignity and deep humility, our Queen, Elizabeth II, will receive her coronation on June second.

As she rides in procession through the streets of a great city, thousands of her subjects will acclaim her. They will line the route of the procession, not simply because of the splendor of the occasion, but mainly because the Royal Family is very dear to them, and their Queen in particular has an endeared spot in every beating heart. The words of W. S. Gilbert, who wrote "Pirate of Penzance" in the days of Queen Victoria, may be well applied today—"With all our faults, we love our Queen."

The placing of the crown on her head is not only ceremony, but symbol. The symbol of a deep and lasting affection that exists between Sovereign and subject; of loyalty unshakable on her part and theirs, of a rule of justice and equity and of freedom and brotherhood; of trust and of acceptance of

responsibility; of unity and harmony; of tradition and of destiny.

Queen and people together have a definite position of influence among the nations of the world. A position which they have inherited; an influence which they shall use for good. The name "British" is a name that stands for integrity and honor. It has been so established by rulers and peoples of former years, and is upheld by Britishers with a great deal of pride. Deep in the heart of every subject who lives beneath the Union Jack with its three crosses, there is that feeling, conscious or unconscious, of a fortunate citizenship.

This greatness is no accident. It has been well earned through generations of God-fearing people. It will never lose its lustre as long as there are those who are filled with faith and foresight. There may be times of struggle and hardship; times when it will be difficult to see a clear path or a fair horizon, but to quote the words of Byron: "... nought shall make us rue If England to herself do rest but true."

Today the word England must be

interpreted to mean all members of the Commonwealth of Nations.

It will be well if, as at this time the Queen dedicates herself to her people and her country, that the millions of loyal subjects will rededicate their lives to similar service. Nothing tends to maintain an empire's greatness more than a living expression of those finer Christian principles upon which British law and British action are based. There may be a strength of military power in men and arms, and a richness of physical resources, but more, far more is needful. Remembering that "righteousness exalteth a nation," there

must be a spiritual quality to serve as an under-girding. This Coronation time can well be a period of re-examination, revaluing and remoulding, with the resolution to combine spiritual resources with the material with which Commonwealth countries have been so richly blessed.

There is one sincere request that was made by the Queen herself. In her last Christmas broadcast she asked for the prayers of her people during the months preceding the Coronation, and on the day itself. She recognizes the weight of responsibility that lies in the consecration of herself, and also the

power that pray find her requ large measure.

The ceremon is a Christian place in his Abbey. During takes of the S Communion.

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ROYAL TOUR

In October, 1951, the Queen, then Princess Elizabeth, along with her husband, the Duke of Edinburgh, left her native England to set foot for the first time on Canadian soil.

Although beset by fears of this, her first appearance as sole Royal Representative and with the knowledge of the illness of her father, King George VI, Princess Elizabeth won the hearts of all whom she met with her simplicity and warm friendliness. Her visit to Canada was a memorable occasion for this country and its people.

During the visit of the Royal Couple, the Royal Canadian Air Force was honoured with the opportunity to escort and entertain Their Royal Highnesses at many points across Canada. Much of their travelling was done aboard the C-5, while at Trenton, a colourful military ceremony marked the flying services homage to a truly Royal Couple.



Her Majesty Queen Elbeth Inspe

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power that prayer affords. May she find her request granted in very large measure.

The ceremony of the Coronation is a Christian ceremony, taking place in historic Westminster Abbey. During it, the Queen partakes of the Sacrament of Holy Communion.

There is a vast amount of religious content and symbolism. Surely the crown must lead to thoughts of One who Himself rode in triumphal procession through the streets of another great city, and who then received a Crown of Thorns which He wove into a Crown of Everlasting Life.

The anointing points back to the days of antiquity of the Old Testament and the anointing of the Israelitish Kings as they were set apart to rule over God's people. Reference to this is made by the Archbishop of Canterbury who says, "And as Solomon was anointed king by Zadok the priest, and Nathan the prophet, so be you anointed, blessed and consecrated Queen over the peoples whom the Lord your God hath given to you to rule and govern. In the Name of the Father, and of the Son, and of the Holy Ghost."

The sceptre and the orb, which are placed in her hands, are each

adorned by the cross; the one signifying that rule should be under the authority of the King of Kings, and the other resembling the Cross with its arms spread over the world. "A sceptre of righteousness is the sceptre of thy Kingdom" could well be the theme of the first, while for the second there is the significance of Christ's own statement that through the Cross He has overcome the world.

The sword, with which the Queen is girded, is a reminder of the Pauline simile, "the Sword of the Spirit which is the Word of God," and to emphasize this the more strongly, the Bible is also presented

to her. In the presentation she is told that it is "the most valuable thing this world affords."

With all this in mind, could there have been anything more appropriate than that Her Majesty should have sought the prayerful influence of her people? Let every heart utter silent prayer for her that God may help and counsel and strengthen her, and, as St. Dunstan prayed for King Edgar, that "after a long and glorious course of ruling this temporal Kingdom wisely, justly and religiously," she "may at last be made partaker of an Eternal Kingdom." God Save the Queen.



Queen Elizabeth Inspects Station Winnipeg Guard of Honour, July, 1959.

OUR AIR FORCE "TODAY"

(Continued from page 13)

adequate aircraft capabilities, were beyond air - cover range during much of the Second World War.

Scheduled for RCAF service is the CC106, a long range turbo-prop transport. Like the Argus, it is a development of the Bristol Britannia, but will be used to replace the veteran North Star transport now in service with Air Transport Command.

Another transport aircraft soon to come into RCAF service is the twin-engine Cosmopolitan. Ten of these turbo-prop, medium transports (the all-Canadian version of the Convair liner airframe fitted with "Eland" engines) now are on order.

Many other types of aircraft have been acquired during the past few years. These additions to RCAF

air strength include de Havilland Comets for air transport duty; Lockheed Neptunes for maritime reconnaissance duty, C119 Packets used for airborne operations with the Canadian Army and other general transport operations; Otters, used in search and rescue and light transport roles; T33 Silver Star jets in service as advanced jet trainers; and helicopters of various types for training, search and rescue, and communication work.

Recently, the Canadian government announced that an integrated weapons system which includes the Bomarc missile and SAGE (semi-automatic ground environment) would be introduced into the Canadian air defence system. Accordingly, negotiations between Canada and the U.S. have been launched to work arrangements for obtaining the missiles and their ancillary equipment.

Also approved was the extension and strengthening of the Pinetree radar control system. SAGE will serve as the brain of the air defence system, providing the missiles and their controllers with the continuous, immediately computed data necessary to intercept their targets.

An important aspect of the RCAF's build-up has been the ground construction program. Stretching across Canada and into the northland, the building program has involved construction, or expansion of both operational flying and training stations, supply and repair depots, command and station headquarters, radar stations, and many other essential projects.

The air defence of Canada is the responsibility of Air Defence Command, whose major nerve centre is at St. Hubert, near Montreal. Using its radar and communications web, ADC directs the jet interceptor squadrons of the Canadian home air defence system. On their own, interceptor squadrons would be of limited usefulness in striking at approaching hostile attackers. Thus a vital part of the air defence system is the early warning chain and units required to guide fighter aircraft to their targets.

This early warning and ground control system, a highly complex part of Canada's aerial defences, is in operation along the Pinetree Line, built and operated jointly by Canada and the U.S. and roughly following the international boundary; and by the Mid-Canada Line, an all-Canadian project reaching westward from the Labrador coast along the 55th parallel. A third line, the Distant Early Warning (DEW) Line, built by the United States, stretches across the far north. The RCAF is now in the process of manning most of the operational positions on the Dew-line sites in Canada.

Another major operational element of the RCAF is its European-based Air Division, a force of 12 fighter squadrons, an air materiel base, an air-firing range and approximately 6,000 personnel.

Coming under NATO operational control, the Air Division has its headquarters at Metz, in north-eastern France. Under it come the four RCAF fighter wings located at Zweibrucken and Baden-Soellingen, in West Germany, and Marville and Grostenquin, in France. Logistic support for the four wings and their 12 squadrons is provided by an Air Materiel Base at Langar in the U.K. An air weapons unit is located at Decimomannu on the island of Sardinia.

Carrying out another high priority operational role is the RCAF's Maritime Air Command. With

headquarters at Halifax, MAC is responsible for anti - submarine warfare, reconnaissance, convoy patrols, and naval co-operation duties. Squadrons under MAC are located on both coasts. Twin-engine Neptune and four-engine Argus aircraft are in operational squadron duty on Canada's east coast and Neptunes are replacing the veteran Lancasters of the Command's west coast squadron based at Comox, B.C.

Air Transport Command carries out another important task. With headquarters at Lachine, P.Q. its aircraft support NATO and UNEF abroad as well as the forces at home.

When the United Nations Emergency Force in the Middle East was created, ATC was called on to fly Canadian troops across Canada and into the Mediterranean. The job was handled by the North Stars of No. 426 Squadron. In addition, ATC despatched one of its C119 transport squadrons to

(Continued on page 17)

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OUR AIR FORCE "

(Continued from page 13)

Naples, where it UNEF personnel between Naples and of the globe-gir ATC was shown tions. No. 435 S Namao, near Ed of its C119 trans of Toronto and h with support spare parts and equipment, rough being alerted an for the move.

Another miles walked up whe nnaissance Squa RCAF Station R tawa, completed survey of Cana

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Halifax, MAC is anti - submarine mission, convoy and co-operation under MAC are fast. Twin-engine four-engine Argus operational squadrons based on the east coast of Canada's east coast replacing the members of the Command squadron based

Command carries important task. With Lachine, P.Q. its NATO and UNEF as the forces at

United Nations Emergency Force in the Middle East was called on to operate across Canada and the Mediterranean. The Squadron. In addition, attached one of its squadrons to

(Continued on page 17)

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OUR AIR FORCE "TODAY"

(Continued from page 16)

Naples, where it was used to Ferry UNEF personnel and supplies between Naples and Egypt. Evidence of the globe-girdling mobility of ATC was shown by these operations. No. 435 Squadron, based at Namao, near Edmonton, had four of its C119 transports airborne out of Toronto and headed for Naples, with supporting groundcrews, spare parts and ground handling equipment, roughly 48 hours after being alerted and told to prepare for the move.

Another milestone for ATC was chalked up when No. 408 Reconnaissance Squadron, based at RCAF Station Rockcliffe, near Ottawa, completed a nine-year aerial survey of Canada in 1957.

General ground and aircrew training is handled by the RCAF's Training Command, with headquarters at Winnipeg, Man.

When Canada, well known for her ability to train highly skilled aircrew, offered aid to train aircrew of other NATO nations, this was accepted and new schools were formed to bolster NATO's aerial arm. These schools, most of them providing basic and advanced pilot instruction, were opened on the prairies at reactivated Second World War training stations. Since then approximately 5,500 NATO

aircrew have received training with the RCAF, from Norway, Denmark, the Netherlands, Belgium, the U.K., France, Italy, Portugal, Turkey and Greece.

By 1957, most of the NATO countries concerned were in a position to look after their own aircrew training requirements and training under the original scheme began to taper off. The final intakes arrived in Canada during the summer of 1957. All costs of the training were carried by Canada as a mutual aid contribution to NATO.

Under new and separate agreements, West German, Norway, Denmark and Netherlands aircrews are being trained by the RCAF.

Groundcrew training in the RCAF is more diversified. Recruits report first to the Manning Depot at St. Johns, P.Q., and are sent from there to the various training centres according to their trade. Technical trades such as aero-engine and airframe technician, are taught at Technical Training Schools at Camp Borden and Aylmer, Ont., and clerical trades are taught at Aylmer. Armament instruction is given at Camp Borden while electronics is taught at the Radar and Communication School at Clinton, Ont.

The RCAF also has a parental interest in training provided by the three Canadian Services Colleges. These are Royal Roads, near Victoria, B.C.; Royal Military College, Kingston; and College Militaire Royal de St. Jean, at St. Johns, P.Q. These three schools are operated on a tri-Service basis, training young men as officers for the Armed Forces.

Unique in the RCAF training program is the Survival Training School which operates in northern Alberta and at Cambridge Bay, NWT, within the Arctic Circle.

Service aircrew are instructed in methods of bush and Arctic survival, training being given by experienced RCAF men with Eskimos and Indians assisting. Ultimate aim of the school is to train aircrew personnel in the various survival techniques.

Also in being is a program of ground defence training within the Service. The RCAF has been given responsibility for local ground defence training is proceeding at bases both in Canada and overseas. It is felt that utilization of Air Force personnel in this manner not only broadens their outlook on military matters, but would free Army units in time of emergency for more active and offensive roles.

Possibly the least glamorous but certainly one of the most important of RCAF commands is Air Materiel

Command, with headquarters at Rockcliffe near Ottawa. Called the RCAF's super super market AMC's role is to anticipate and satisfy RCAF requirements, based on decisions passed down from Air Force Headquarters.

To fulfill this role AMC controls maintenance and technical services depots and units across Canada. These units in turn provide a flow of material, as required, to the various stations: look after repair and overhaul of RCAF aircraft and many other types of equipment; and, serve as direct liaison and inspection units with commercial firms producing or repairing equipment for the Service.

AMC also handles the ferrying of aircraft from the manufacturer to the squadron, and controls the Central Experimental and Proving Establishment at Uplands, the RCAF's main test and development centre.

Recruiting of women for the Regular Force began in July 1951. Present strength of women in the Air Force is over 2,500, and they have shown themselves capable of performing many highly technical trades. Women fit into the general Air Force pattern, drawing the same pay as the men, and commissions are held by many women. There is no separate women's corps or group, as existed during the Second World War.

Backing up the Regular RCAF are 11 flying squadrons of the RCAF Auxiliary together with numerous ground training units. Special stress, is also placed on radar and other highly technical trades in the Auxilliary. Behind this is the realization that such skills, vital to the Air Force, cannot be gained overnight, and that valuable qualified personnel having received their training in industry, would be available to the RCAF in large numbers in the event of emergency.

The RCAF is associated with Canadian universities through an under - graduate reserve training program. Selected under-graduates are given three consecutive summer ground training courses with the RCAF, and on successful completion of this program, and on graduating from university, may be offered a commission in the regular or reserve air force. Seventeen Air Force University Flights, have been formed at major universities, and air force training on a part-time basis is given through-

out the school year to members of these flights.

Highly publicized is the RCAF's search and rescue organization, which is constantly in the news through its life-saving operations. Born of the wartime air-sea-rescue units, the present organization was set up as a permanent agency after the Second World War.

The RCAF is charged with the co-ordination and supervision of all

(Continued on page 21)

On Flying

When man, that Earth born slave
or king,
Forsakes his native hearth and
takes to wing
To soar as eagles soar
Far, far above his fellow mortals,
He seldom can return and be the
same,
For he has seen,
As others rarely see,
The vast magnificence of Heaven's
portals.

—S/L Wood, 1954.

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FLASHBACK ON STEVENSON FIELD NAMESAKE

If Fred "Stevie" Stevenson was to fly into Winnipeg today it is almost a certainty that he would never recognize the airfield that bears his name. Where there was only pasture before, there are now acres of aircraft plants and the city has all but spread completely around the airport.

Frederick Joseph Stevenson was born in Parry Sound, Ontario in 1895 and his family moved west just after the turn of the century. He attended school at Aberdeen, Saskatchewan and later studied 'pre-med' at Wesley College in Winnipeg. Indeed, had it not been for the outbreak of World War I which led him to follow up a secret interest in aviation, he might well have been practicing medicine in Winnipeg at the moment.

Fred went overseas with the University Battalion and served at first with the Signal Corps. Later when volunteers were accepted for service with the R.F.C. he transferred and here distinguished himself in short order, winning the D.F.C. and receiving the Croix de Guerre from France.

In 1919 Captain Stevenson returned to Canada and decided that flying was to be his life work. The new method of transportation had caught the public's imagination but was not enjoying a corresponding measure of public confidence or support. For some years following the war attempting to earn a living in Aviation must have seemed something akin to beating a road to the poorhouse. However, Fred hung on, and in the 1920's made a new name for himself, this time in the role of "bush pilot."

Backed by James Richardson's organization, Western Canada Airways was formed in Winnipeg and the two pilots chosen to captain the proud sister ships "City of Winnipeg" and "City of Toronto" were Fred Stevenson and another aviation great, Berut Balchen. In the period that followed Fred flew many tons of freight into Sherrit-Gordon and other developments and in one 28-day period moved 23 tons of freight with one aircraft, an unheard of feat at that time.

These accomplishments, which almost escaped the notice of many, did not fail to register with the mining men of Canada who began to see the areoplane in a totally new light as it brought into production areas formerly considered inaccessible.

At The Pas, on January 5th, 1928, Fred took off on a routine check flight in his Fokker, one of the work horses of the period. Check flights were the order of the day prior to long trips and two passengers waited on the ground as the aircraft made a circuit of the town. Then in full view of his passengers and many friends, tragedy struck. No one will ever know exactly what happened, but we are certain it was that the pilot, in securing the safety of others, deprived himself of all possibility of a landing having any measure

of control. Having weathered the aerial combat of the war and survived hundreds of wierd and wonderful take-offs and landings, Fred was killed at the age of thirty-two doing a routine check at an airport he knew like the back of his hand.

His combat record and his Northern operations, particularly in connection with the movement of mining equipment, had won the admiration of Airmen in many

lands and in 1928 he was posthumously awarded the Harmon Trophy by the Ligue Internationale des Aviateurs.

Notification that the award had gone to Stevenson was made first to Col. Charles Kerwood, head of

the American Section of the Ligue, and there followed a strange delay of eight years before its presentation to Stevenson's parents.

Finally, through the good work of Dr. E. Guthrie Perry and Major
(Continued on page 25)

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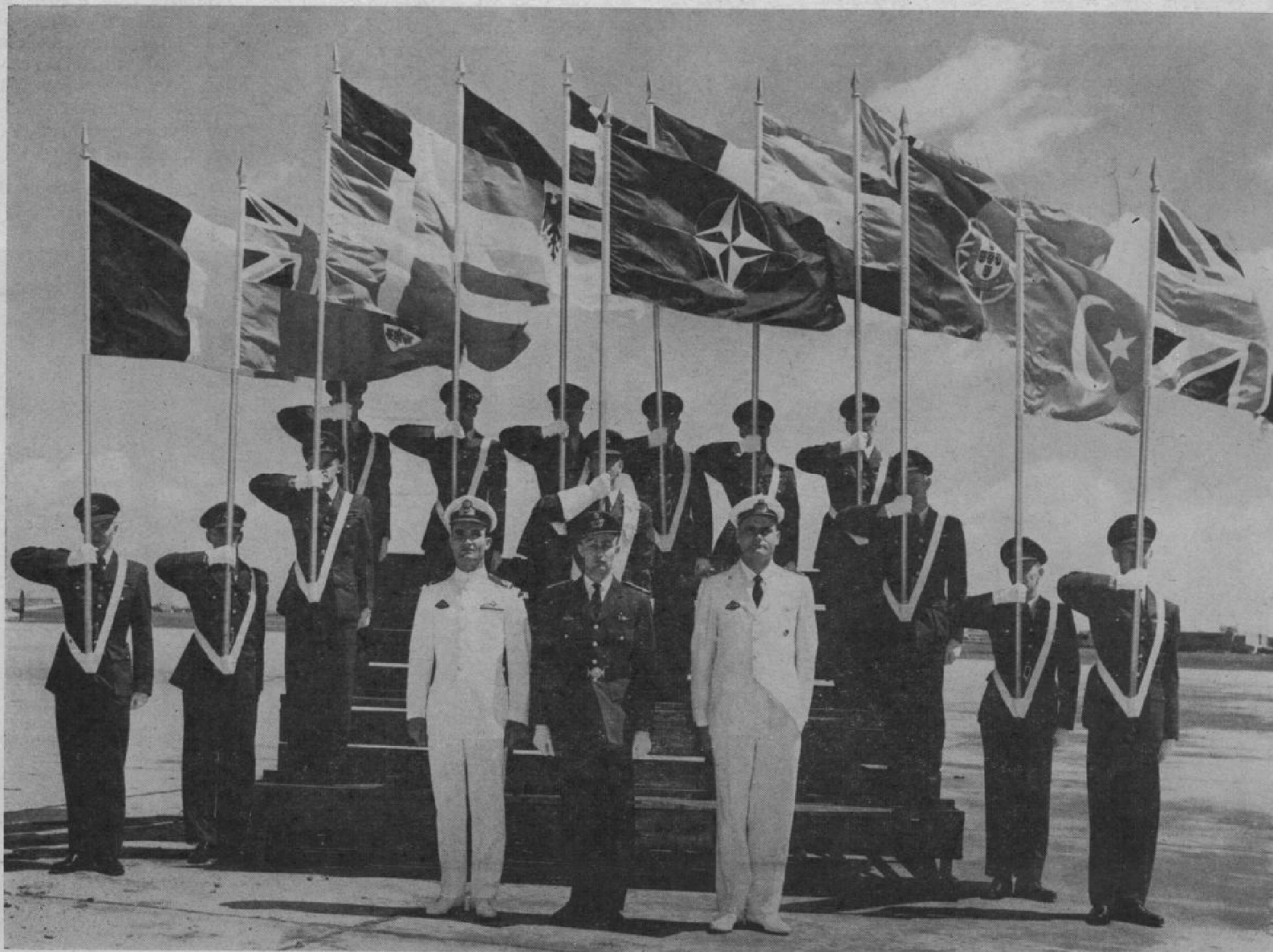
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MOLSON'S FORT GARRY BREWERY

A Canadian Company [Notre Dame and Furby Street, Winnipeg, Manitoba.]

When you word conjure up as a portly, dig and carrying a changed, and the sadors at Winn were young, ca varying assort because they w different unifor call these youn sadors; they w one thing—the with some of t Canadians, both tained them du Of course, There were the Canada, from S Winnipeg were looking after th more pleasant appreciated. Th was known as this Station on The NATO of World War Canada the BC level of output This success w the Western V facilities were clear of priva navigators cou plans were cor the mountains of France—eag a little appre They came an

AMBASSADORS ALL!



The NATO Star centres the flags of twelve nations at RCAF Station Winnipeg as the RCAF and NATO units mark the coming termination of the original NATO aircrew training plan with an impressive military ceremony. The three officers in the foreground (left to right), Lieutenant Aris Botas, of the Royal Hellenic Air Force; First Lieutenant Roger Steens, of the Belgian Air Force, and Lieutenant Lorenzo Conte, of the Italian Air Force, carried an illuminated scroll which was presented to the RCAF as a token of appreciation from NATO member nations whose aircrew received their training in Canada. The parade was held on Saturday, July 19. (National Defence Photo.)

When you read or hear about ambassadors, what vision does the word conjure up in your mind? I always used to think of an ambassador as a portly, dignified, middle-aged character, wearing a pin-striped suit and carrying a bulging briefcase. However, my way of thinking has changed, and there's a good reason. You see, we've had a lot of ambassadors at Winnipeg during the last seven or eight years. Most of them were young, carried navigation bags and wore, amongst other things, a varying assortment of smiles. We like to think they wore the smiles because they were glad to be here. The "other things" were the many different uniforms of the NATO Air Forces. You who read this may call these young men NATO Aircrew Students, but I call them ambassadors; they were friendly, easy to get along with, and serious about one thing—their chosen profession. Believe me, the world could do with some of the goodwill which existed between these boys and the Canadians, both service and civilian, who met, looked after, and entertained them during their stay in our country.

Of course, Winnipeg didn't have a monopoly on NATO students. There were thousands of them, and they made their mark throughout Canada, from Summerside, P.E.I., to Claresholm, Alberta. But those at Winnipeg were *our* favourites; they were entrusted to our care, and looking after them was a never-to-be-forgotten experience, made all the more pleasant because they gave us the feeling that our efforts were appreciated. This friendly invasion by thousands of unofficial diplomats was known as The NATO Air Training Plan, and the ceremony held at this Station on July 19th, 1958, heralded its end.

The NATO Air Training Plan was the successor to a similar scheme of World War II, the British Commonwealth Air Training Plan. In Canada the BCATP trained some 131,000 aircrew and showed the high level of output which can be achieved by an organization of this nature. This success was proof that the NATO plan would, in its turn, provide the Western World with badly needed aircrew. In Canada training facilities were in abundance; aircraft, instructors, and vast air spaces, clear of private and commercial aircraft, where student pilots and navigators could practice their arts without hindrance. By early 1950 plans were complete, and from all corners of Europe they came—from the mountains of Norway, the green hills of England, and the vineyards of France—eager to learn a new job and see a new country, and possibly a little apprehensive about what was, to many, a strange language. They came and learnt, saw and marvelled, and conquered the hearts of

people everywhere. In all there were over 5,000 NATO students trained in Canada, and the Air Observers School at Winnipeg trained 2,200 of them.

The parade which climaxed the activities of the past eight years was as splendid and inspiring as the Training Plan itself. A parade ground is not the most comfortable place to be on a hot summer afternoon, but this did not affect the high standard achieved by everyone taking part. It is not my intention to describe the parade in detail, as no doubt each of you has, by now, either read about it or seen it—at first hand or on TV. However, on any important occasion there are always high-lights, those moments which stand out and make the event unforgettable. For me there were many highlights, the splendidly performed "Advance in review order," the fanfare by the RCAF Coronation Trumpeters, the flypast of T-33 aircraft and their aerobatic "gomb burst," and the impressive finale when, with their National Anthems playing in the background, the flags of the NATO countries participating in the scheme were lowered one by one, in symbolic farewell to Canada.

The flags have been lowered, the ranks have disappeared, and the furious activities of the past few weeks have finally subsided; but the happenings of a certain Saturday afternoon in July, 1958, will long be remembered as the culmination of many years of friendly cooperation between countries. The NATO Air Training Plan meant much hard work for many people, but it was worth it. Today we can look around and see the results of that work; with few exceptions, the NATO Air Forces have now reached their required aircrew strength, and those that have not are now able to carry out their own training programmes, no doubt using as instructors some of their earlier NATO graduates. Although the original plan has ended, training continues for a limited number of students from Norway, Denmark, The Netherlands and West Germany. Let them come—they will be as welcome as the rest. We've made a lot of friends during the past eight years, and in these troubled times friends are a mighty asset. Most of the students were at an impressionable age, an age when memories are most easily stored, and we hope that for many years to come they will remember Canada as a place where hospitality and teaching went hand in hand.

By their success in making this international enterprise work, and by the good job they did for their countries and for NATO, they have earned their title—"Ambassadors All."

WINTER RATES

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WERY

10 YEARS OF VIXENS

AND HERE ARE TWO OF OUR ALL TIME FAVOURITES

VOXAIR VIXEN

Even Nicer When Wet

Sandra Dee, a full-fledged screen star at only 17, and lead of Warner Bros.' "A Summer Place," shows the simple shirt-tail covering some teenagers will wear at beaches this summer to be different and maybe more provocative when wet than the bikini set.

Courtesy—Warner Bros. Studio
Burbank, California.



VOXAIR VIXEN

Winnipeg's own vivacious, golden-haired, blue-eyed Judy MacIver. Judy is a graduate of Viola Cowdy's Modelling School in Winnipeg, and is presently touring Europe.

Tweenkle, twee
Ow I wonder w
If per'aps you
Batiste he's get
Poor ol' me I l
My D.R.P. me
Holy Cow, whic
Eas' or nort' or

Sacre Blew dis
I tink I'm mos
Each every tin
Where do I be
I try to work
Dat dam t'ing s
I'm all confuse
I mus' be dumb

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Wit' two of dem
Eef I fin' wan
An' so catch 'ell
De log I'm mak
Lak' friten' hen
I'm gon' feex all
An' I'm mak' de

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I'm go up wit'
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I'm go up front
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Dat plane wrung
An' den I'm tak
I tak' encore so
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De wind she's fo
So I'm find out
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De pilot's smile,

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Tweenkle, tweenkle, lockee star,
'Ow I wonder where I are,
If per'aps you do not know,
Batiste he's get again Zero.
Poor ol' me I lost like hell,
My D.R.P. me cannot tell.
Holy Cow, which way she's bes'
Eas' or nort' or sout' or wes'?

Sacre Blew dis sure is bad,
I tink I'm mos' unlocky lad.
Each every time I'm go up d'ere,
Where do I be? I don' know where.
I try to work de Dalton G.
Dat dam t'ing she's all Grec to me.
I'm all confuse wit' all dis stuff,
I mus' be dumb, she's seem so tough.

Position line she's got me meex,
Wit' two of dem I'm mak' de feex.
Eef I fin' wan I'm get no more,
An' so catch 'ell from l'instructor.
De log I'm mak' she's much too ponk,
Lak' friten' hen dats chase de skonk.
I'm gon' feex all dees t'ings, by gar,
An' I'm mak' de bes' dam navigateur.

I'll mak' explain right from the start—
I'm go up wit' mercator chart.
In beeg fly suit I'm like de clown,
You see when circus come to town.
In winter tam' she's col' up d'ere,
So I'm dres' lak' de polar bear.
In sommer she's sometam' col' too,
So I'm lak' dat de whole year tru'.

Lak keed who's mak' firs' day at school,
I'm tak' t'ree pencil an' de rule.
I'm also tak' divider, too,
Protractor an' w'ot else 'ave you?
De Dalton G' I say before,
I'm also got many tings more.
Which wan I'm use I don't yet know,
So . . . eeny, meeny, miny mo.

I'm go up front, I'm lie down flat,
Like leetle mouse dat's chase de cat.
I'm peek in hole, I'm tak' wan dreef,
Dat plane wrong tam' is always sheeft.
An' den I'm tak' anodder wan,
I tak' encore some more for fun.
When dees line cut de wind I know,
So I'm put down which way she blow.

De wind she's foun', de track I know,
So I'm find out which way for go.
I'm log de course, I'm mak' de chit,
De pilot's no agree wit' it.
Mak' out new wan an' mak' it fas,
Dis h'airplane she's run on gas.
I'm writ' lik' hell, I'm mak' de guess,
De pilot's smile, den she's say yes.

Two, three, four time I'm dees t'ings do,
I'm glad like hell w'en eets all tru'.
Memy is time for get back down,
I'm look h'outside for see de groun'.
De ETA she's ver' soon come,
I'm better mak' some more, by gum.
I'm look below, I'm see some shack—
By gar, dat h'airport she's come back.

Anon.

IN MEMORIAM

Six months gone; passed Basic,
Long Range before them,
All to their wings
Bent the fourteen of them.
"Forward the course 04,
Aim for the skies!" he said;
Into the wide blue heavens
Flew the fourteen of them.

O.T. to right of them,
D.R. to left of them,
Flying before them
Threatened and menaced.

BUT

Tutpored with devices fell
They that had flown so well
Came thro' the jaws of Hell;
All that redoubtable twelve,
Left of fourteen of them.

When can their exploits fade?
Oh the bold effort they made!
All the school wondered.
Honour the spirit of yore,
Honour the Course 04,
Honour the twelve of them.

OUR AIR FORCE "TODAY"

(Continued from page 17)

search and rescue activity in Canada, and with the provision of all primary search and rescue facilities. This includes responsibility for search and rescue operations involving aircraft in distress, marine distress cases on the East and West coasts of Canada and portions of the Great Lakes, and as a secondary role, Provision of aid in any necessary circumstances:

"Provision of aid in any necessary circumstances" usually turns out to be a mercy flight. Normally such a mission cannot be handled by a civilian agency. Some of these mercy missions have resulted in the most spectacular operations carried out by SAR, as in the case of Operation Canon and Operation Dodds, both flights into the Far Arctic to bring out persons requiring immediate hospital care.

A colourful part of the search organization is the para-rescue corps. Specially trained para-rescue men, ready to drop by parachute to lend aid, are stationed at various points across Canada. Volunteer Air Force para-rescue men

trained in bush lore, mountain climbing, first aid and parachute dropping techniques, have been joined by both medical officers and orderlies.

The close operational association between the RCAF and the USAF Air Defence Commands has been mentioned. A close general associa-

tion exists between the RCAF and the USAF and RAF, on a broader basis.

Today's RCAF is a proud service with proud traditions.

The men and women who fly and support the aircraft bearing the maple leaf roundel, have added to these traditions in peace and war.



AL. CHAMISH
B. Comm. C.L.U.



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Invincible DC-3, rammed by a Jap Zero, made it back to base with its rudder gone . . . the Zero crashed

THE SAGA OF THE DC3

By Joseph Stocker

Reprinted with the kind permission of the Editor of Popular Mechanics Magazine.

They called the airplane "Whistling Willie, the Flying Sieve." It happened in China during World War II when Jap strafers caught a DC-3 on the ground and riddled it with machine-gun fire. Coolies patched up about 1000 holes with pieces of canvas.

Then it took off for India with 61 refugees aboard, a plane that was intended—under normal cir-

cumstances—to carry 21 passengers and a crew of three.

En route the plane ran into a tropical storm. Rain loosened the canvas patches and wind passing over the holes caused a variety of shrill whistles which increased until the ship sounded like a thousand screaming banshees.

For two hours the intrepid airplane lumbered through hostile skies. Finally it landed. As its weary pilot swung to the ground, an Army Major on the base came

up to him and growled, "Why did you bother to radio ahead? We could hear you 50 miles away!"

To old-time pilots familiar with the DC-3 and its Herculean capabilities, this incident probably won't seem unusual. They've long since regarded the "gooney bird," one of their affectionate nicknames for the DC-3, as the world's toughest, longest-lived and most unconquerable airplane—an airplane that refuses to die.

It was in 1936—more than two decades ago—that the DC-3 was born. As the most efficient and economical transport produced up to that time, it revolutionized air travel.

Then came the Martins, Convairst, DC-4s, 6s and 7s, the "Connies" and "Super Connies," the "Stratocruisers" and the Viscount jet-props and, more recently, the first of the jet transports. By all the rules of a fast-moving business, the DC-3 should have been obsolete and gone from the skies long ago. After all, how many 1936-model automobiles are still operating today?

But the old gooney bird isn't about to vanish. Of the 10,962 DC-3s manufactured by the Douglas Aircraft Co., some 4500 are still flying throughout the world. Thirty-four scheduled airlines in the U.S. and 113 foreign airlines are still using them. Additional hundreds are in use by non-scheduled carriers, private operators and the military of many nations. In both hemispheres, over countries civilized and not-so-civilized, gooney birds fly every day, carrying cargoes that range from coal to cattle and fish to flowers, not to mention, of course, people. And in Russia, where just about everything is claimed to have been invented, the plane most generally used for commercial travel is the Ilyushin LI-2, the Soviet version of the DC-3.

Accomplishments Immortalized

However, it's right here in the gooney bird's own native country that its accomplishments have become immortalized in aviation history. During World War II, despite the fact that it was already outdated, it proved to be both a hero and an almost indestructible workhorse. Even in the first desperate days of Korea, it flew tons of supplies to enable a thin line of defenders to check the unexpected

Communist thrust. And during the peace years it carried America into the Air Age, spawned the cut-rate aircoach and airfreight era and gave more people their first ride in an airplane than anything else on wings.

Indestructible? Well, consider the DC-3 airliner over Arizona that was caught in a violent downdraft. More than 10 feet of its 95-foot wingspan was sheared off in flight when it struck the ground. But the pilot brought his storm-buffed plane and passengers in for a safe landing.

It seems that other extreme weather conditions can't keep this airplane from flying, either. The Air Force abandoned one on a high glacier in Iceland when huge snow drifts almost swallowed it up. But some young Icelanders, operators of a small airline, bought it as salvage of \$1600. The next spring they found that the snow, as it dried and froze, had shrunk away from the DC-3, leaving it as well-preserved as if it had been "moth-balled." So they simply tracted a runway across the snow, climbed aboard, started and warmed the engines and took off. As far as the Air Force knows, that bird is still flying.

Then there was the gooney bird in Burma that was rammed at top altitude by a pursuing Jap Zero. The Zero crashed, but the DC-3, with almost all of its rudder chewed away, flew on to its base. And it emerged from the war as the only transport plane officially credited with downing an enemy fighter!

DC-3 Restaurant Roof

Another DC-3 was used by a South African roadside restaurant owner who bought it as war surplus to serve as a roof for his building. It perched there for 12 years until an enterprising firm bought it, restored it and as far as is known it's still flying today.

Still, an airplane can't last forever—or so it seemed to the U.S. government's Civil Aeronautics Board. Hence, shortly after World War II, the CAB set a deadline when the DC-3 would not be certificated for airline use. Somehow, though, the gooney bird persisted in flying, and safely so. Three times the CAB extended its deadline. Finally, in 1951, it washed its hands of the whole troublesome business by decreeing that the plane could continue in service "indefinitely." And, so if to confirm its judgment, the Air Force shortly afterward gave Douglas an Exceptional Service Award, proclaiming the DC-3 as "the best single airplane ever built."

The gooney bird, or "Dizzy Three," as it's sometimes called, had its origin in a letter. It was a brief, two-paragraph note written in 1932 by Jack Frye, then vice-president of Transcontinental and Western Airlines, to Donald Douglas in Santa Monica, Calif. Would Douglas be interested in designing an air transport capable of carrying 12 passengers? Although occupied mainly with military airplanes, he decided to give it a whirl, resulting in the DC-1 (the letters stood for Douglas Commercial).

The DC-1 was a success. It flew from Winslow, Ariz., to Albuquerque, N. Mex., on one engine and broke 19 world's records. But only a single prototype was built. Even while it was being tested,

(Continued on page 24)

RCAF'S



Fifty airc... RCAF Station Portage la P... wings during... rade held at... nipeg on Decer

The parade chapter in the versary celebr... orated the first... in the RCAF, ... tario, on Decer

Since this f... ately 140,000... graduated by... Air Force.

The guest of... ing officer for... Air Marshall... Chief of the Air... mander-in-Chi... Air Defence... only member... "Originals" wh... over continuo... creation of the... Force in 1924.

Born in Wi... Marshal Slem... the University... a Bachelor of... joined the Can... 1923, a year be... manent force... fix "Royal."... and varied fi... Canada's Arc... and appointm... staff positions... Second World... Chief of the A... was appointed... tion at NORA... 1957.

The six gra... Wings parade... tenant F. C. H... B. G. Carr Ha... Pilot Officers... J. Durnin, C. F... Weaver.

These "orig... now referred t

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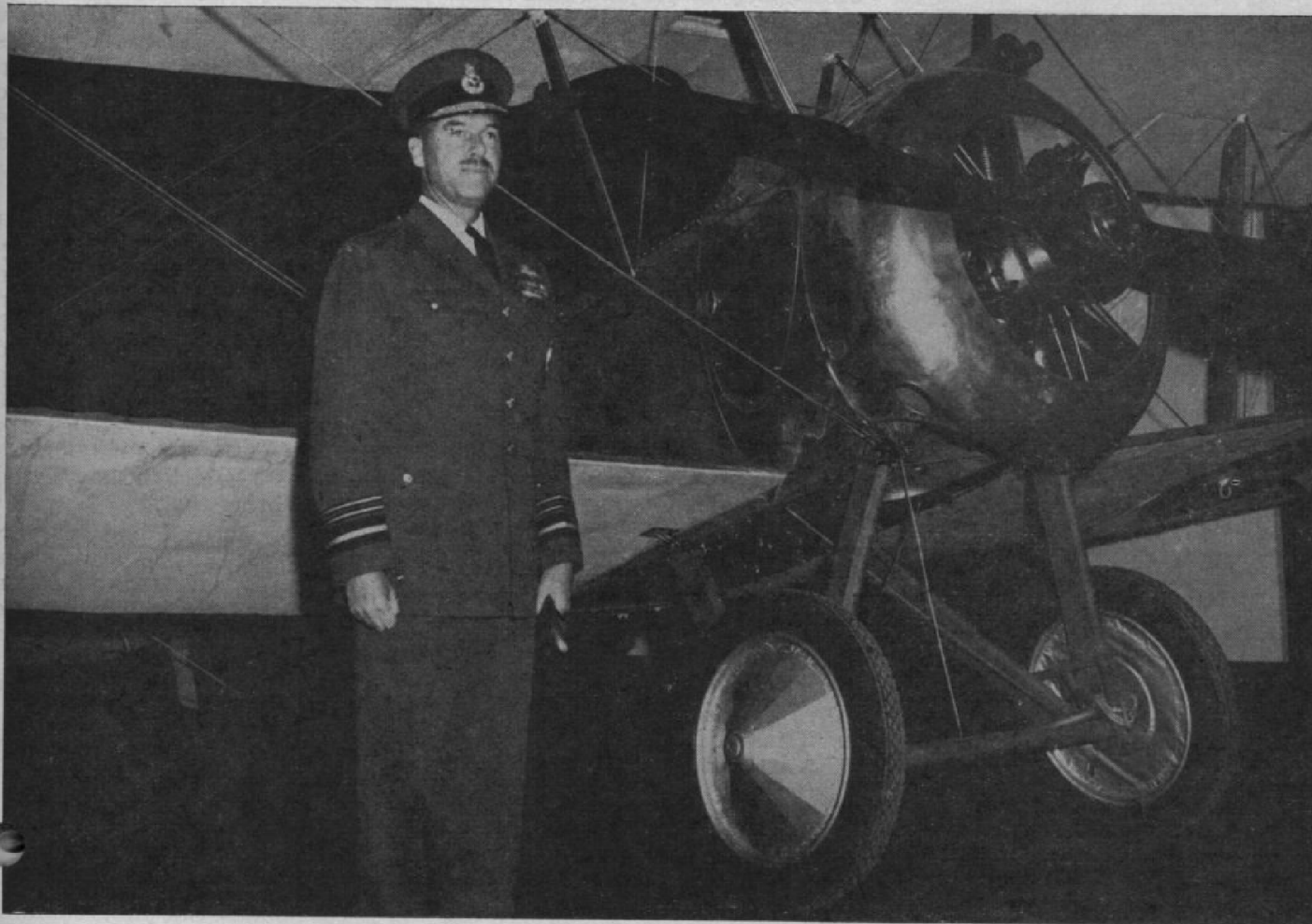
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RCAF's 35th ANNIVERSARY WINGS PARADE



Air Marshal Slemon stands beside a Sopwith Camel, upon which his class won their wings 35 years ago.

Fifty aircrew trainees from RCAF Station Winnipeg, Gimli and Portage la Prairie received their wings during an Anniversary Parade held at RCAF Station Winnipeg on December 18th.

The parade marked the final chapter in the RCAF's 35th Anniversary celebrations and commemorated the first Wings Parade held in the RCAF, at Camp Borden, Ontario, on December 20th, 1924.

Since this first parade, approximately 140,000 aircrew have been graduated by the Royal Canadian Air Force.

The guest of honour and reviewing officer for the ceremony was Air Marshall C. Roy Slemon, past Chief of the Air Staff, Deputy Commander-in-Chief North American Air Defence Command, and the only member of the Air Force's "Originals" who is able to look back over continuous service from the creation of the Royal Canadian Air Force in 1924.

Born in Winnipeg in 1904, Air Marshal Slemon is a graduate of the University of Manitoba with a Bachelor of Science degree. He joined the Canadian Air Force in 1923, a year before it became a permanent force, and received the prefix "Royal." Following extensive and varied flying experience in Canada's Arctic and sub-Arctic, and appointment to many senior staff positions during and after the Second World War, he became Chief of the Air Staff in 1953. He was appointed to his present position at NORAD Headquarters in 1957.

The six graduates on that first Wings parade were: Flight Lieutenant F. C. Higgins, Pilot Officer B. G. Carr Harris, and Provisional Pilot Officers C. M. Anderson, E. J. Durnin, C. R. Slemon, and W. C. Weaver.

These "originals" as they are now referred to, received ten and

one-half months of ground school and air training. They received their basic flying training on the AVRO 504K and their advanced flying training on the Sopwith Camel. These aircraft had a top speed of 118 miles per hour.

The fifty aircrew who received their wings from Air Marshal Slemon at Winnipeg, have trained on aircraft capable of speeds up to 600 miles per hour. They represented the Air Forces of Canada, The Netherlands, and Norway; for although the original NATO training plan ended officially in 1958 with the graduation of more than 5,000 aircrew from other member countries, Canada continues to train pilots and observers for some of the NATO nations under separate agreements with each. This continuation is an indication of the high standard of training techniques developed in this country over the past three and one-half decades.

Among the distinguished guests who attended the ceremony were: The Lieutenant-Governor of Manitoba, the Honourable J. S. McDairmid; Alderman A. E. Bennet, representing the Mayor of Winnipeg; the Mayor of St. James, Thomas B. Findlay; the Chief of the Air Staff, Air Marshal Hugh Campbell; the Air Officer Commanding,

Training Command, Air Vice Marshal J. G. Bryans; the Commanding Officer, RCAF Station Winnipeg, Group Captain J. F. Mitchell.

The parade was held in one of the large steel arc hangars at RCAF Station Winnipeg, which was decorated in a motif depicting the thirty-fifth anniversary of the first Wings Parade. A Sopwith Camel and a Silver Star aircraft were on display in the hangar. The Sopwith Camel was one of the air-

craft used by the pilots of the first wings parade, while the Silver Star is used as an advance trainer for training pilots today.

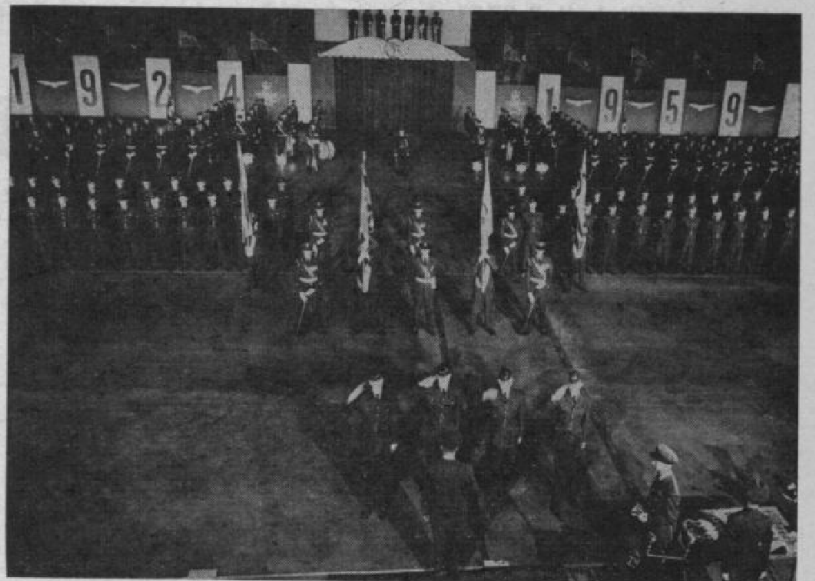
Approximately nine hundred persons from Greater Winnipeg and RCAF Station Winnipeg were spectators at the ceremony, which was described by many as one of the finest ever held in the Royal Canadian Air Force.

Prior to the commencement of the parade the spectators were entertained with music by the Pipe Band of 17 Wing RCAF Auxiliary Squadron City of Winnipeg, under the direction of Pipe Major Flying Officer John Reay.

The Parade Commander for the ceremony was Wing Commander D. C. Evans, Okotoks, Alberta, the Officer Commanding, the Air Observer School, in Winnipeg. Squadron Leader J. T. Dalton, Chief Instructor of the Air Observer School, was second in Command of the parade.

Music for the parade was provided by the band of the Royal Canadian Air Force Training Command, under the direction of Flight Lieutenant Carl Friberg.

The ceremonial parade followed this sequence: Inspection of the Guard of Honour and Colour Party; Advance of Main Parade; Advance of the Flag Party and Graduates; March on of The Colours; Formation of the Hollow Square; Remarks by Air Vice Marshal Bryans, Air Officer Commanding Training Command; Introduction of Air Marshal C. R. Slemon by Air Marshal Hugh Campbell, Chief of the Air Staff; Wings Presentation; Benediction by Wing Commander F. Halle, Training Command Chaplain; Address by the reviewing officer, Air Marshal C. R. Slemon; March Past; Advance and General Salute; The playing of O Canada and God Save The Queen and the March off of the Parade.



A group of four graduates present themselves to Air Marshall Slemon for their Wings.

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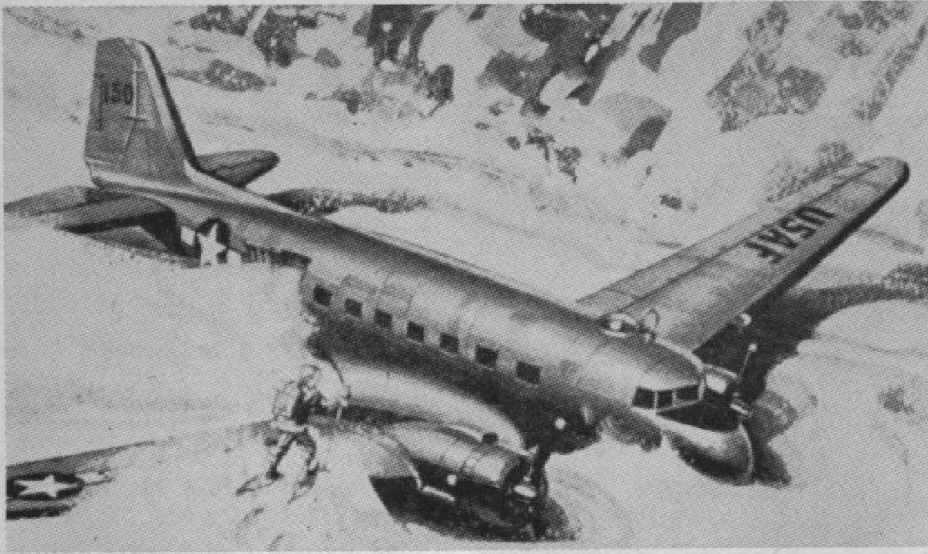
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continued on page 24)



Snow almost engulfed an abandoned Air Force DC-3, but some young Icelanders waited for the right moment and flew it out.

SAGA OF THE DC3

(Continued from page 22)

Douglas went to work refining and enlarging it, and the result was the DC-2, a 14-passenger ship.

It, too, was a success. Don Douglas built 138 of them and might have kept right on building them except American Airlines thought he could do even better. What they wanted was a larger and more luxurious airliner.

Thus was born the DC-3, a 21-seater. "That figure 21," says a Douglas official, "was one of the happiest, luckiest figures we ever hit on."

Powered by two 900-horsepower Wright Cyclone engines, the plane was safer and easier to fly than any other transport then in existence, and its pay load was one third greater. It cruised at 185 miles per hour and could clip off 210 in a pinch. Where other transports had to fly through storms, the DC-3 could fly over them. It had two separate sets of instruments in the cockpit, each independent of the other in case one failed. And, best of all, it had "George," the brand-

new automatic pilot developed by the Sperry Gyroscope Co.

An eccentricity of the gooney bird, however, disturbed the pilots. The plane's wings had a slight but clearly visible tendency to flap while in flight. Accordingly, the pilots gave it another nickname, the "Flying Vagrant" (no means of support).

But their apprehension was soon relieved when they learned that the Douglas engineers had built this into the plane to relieve structural wing tension. In fact, one of the early DC-3s was flown into what appeared to be an innocent accumulation of clouds. But inside was a freak downdraft so severe that passenger seats tore bolts from the floor. Yet the plane made it and afterwards no structural defects could be found.

This wing tension feature proved to be a major reason for the plane's extraordinary durability.

Eccentric or not, the DC-3 was an immediate success. Airline after airline, here and overseas, converted to it—and just in time, too. For the wolf was clawing at the

collective door of commercial aviation. Transports then in use were slow, uneconomical and unreliable. Timetables were a joke. And crashes frightened the public away from flying.

But thanks to the DC-3, public confidence soared, and so did the airline's profits.

Don Douglas originally thought he would produce only 50 gooney birds. Then, when airline presidents began lining up at his office door, he revised his estimate and calculated that he might be able to sell 500. He doubted then if the market would absorb much more.

But he didn't figure on a second world war.

When it broke out, the Allies desperately needed air transports. Manufacturers were already making four-engine planes, but they weren't far enough along yet. The DC-3, on the other hand, was in business. Its "bugs" had long since been ironed out. And so orders poured in at Douglas, and DC-3s poured off the assembly lines, hastily dooned their wartime coats of olive drab and flew off to the war.

Dressed in this uniform, with its familiar "bucket" seats the DC-3 was known variously as the "Three," "Old Fatso," the "Doug," the C-47 (Air Force version), R4D (Navy) and the Dakota (British). Years later a well-known general named Eisenhower called it something else. He said it had been one of the most valuable weapons of the war.

It was truly that. It hauled men and supplies to every battle front and brought back litters of wounded. It re-opened the life line into China by hurdling the Hump in some of the worst weather on the face of the globe. It dumped paratroopers behind enemy lines and pulled gliders full of troops. It was shot at and shot up, and still it flew.

One gooney bird set some kind

of a record by taking off from Burma with 74 people aboard, including Jimmy Doolittle, on his way home after bombing Tokyo. The ship had been airborne just a few minutes when Doolittle poked his head into the cockpit. "If I'd known you were crazy enough to try to fly this thing with this many people aboard," he said, "I'd have walked home."

DC-2½ Flies

But perhaps the most valiant gooney bird of all was one belonging to the China National Aviation Corps. Jap bombers spotted it on the ground and blasted a wing off. The pilot radioed Hong Kong and requested a new one. But Hong Kong had only a DC-2 wing—10 feet shorter and designed to carry a load several thousand pounds less than a DC-3 wing. "Okay," said the pilot, "bring that."

The wing arrived and was attached to the DC-3. The plane looked weirdly lopsided, but when its pilot leaned forward on the throttles, it took off and flew like a charm.

What did they call it? Why the DC-2½, of course!

The exigencies of wartime forced fliers to do quite a number of things with the gooney bird that would have given Douglas engineers the willies if they'd known. The ship had been designed, for instance, to carry a maximum load of 25,000 pounds. But pilots couldn't always afford this luxury. For example, when 27 DC-3s crossed the South Atlantic in 1942, bound for the Hump in history's first mass ocean flight, they lurched off the runway with 35,000 pounds each.

On at least one occasion the gooney bird was used as a bomber. Some Air Force pilots, tired of being sitting ducks for Japanese anti-aircraft fire over the Hump, loaded up one night with old carbide and gasoline drums, plus a few fortifying fingers of alcoholic "jungle juice." Then they flew over a Jap airfield in Burma, unloaded their homemade bombs, fired Tom guns and carbines through the cockpit windows and flew merrily home. They were court martialed for unauthorized use of government equipment and really didn't care.

When the war ended, four-engine airplanes were the vogue. Douglas produced its last DC-3 in 1946 for a Brazilian airline, and figured that was about the end of the old gooney bird.

But they figured wrong again. For, instead of going to the junk

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heaps, war-surplus DC-3s were
snatched up by the thousands, at
bargain prices, and put back into
operation. Feeder lines bought
many of them and opened up rural
America to air travel. They've been
in operation ever since.

This is explained to some extent
by the fact that the gooney bird
can get into and out of short land-
ing strips. And these predominate
in many remote parts of the world,
especially South America, Asia and
Africa. Thus, the DC-3 is—and, for
a long time will continue to be—
the backbone of air travel in those
regions. As one pilot put it: "Mil-
lions of people in South America
were familiar with the DC-3 before
they ever saw an automobile. Two
thirds of the people in Central
America have had their traveling
eyeteeth cut on the DC-3, but have
never ridden on a train or seen
one."

Every now and then there's talk
of some new twin-engine transport
which, it is confidently said, will
supplant the DC-3. But so far it
hasn't been replaced.

The reason is partly its stubborn
sturdiness. "You can wreck one,"
said a pilot, "but you can't wear
it out." Yet the reason is also eco-
nomic. Most of the Threes now in
use were picked up as surplus, for
a few thousand dollars, and have
been written off the books as fully
depreciated. Replacements are ex-
pensive. The average operator isn't
going to spend big money on new
ships and sweep his DC-3s out of
their hangars so long as he can
keep 'em flying.

Meanwhile, Douglas has com-
piled some interesting statistics on
them. They've flown, as nearly as
can be estimated, about 87 billion
passenger miles and some 75 mil-
lion hours. They've carried 400
million commercial passengers, or
approximately the population of
India. These figures do not include
military operations. And DC-3s

still comprise about 35 percent of
the world's air-transport fleet and
do all types of other jobs, from
radar-testing to pest-control forest-
spraying.

Typical Old-Timer

Recently Douglas checked up on
a typical old-timer among the
gooney birds belonging to a mid-
western feeder line. It found the
plane had piled up more than 50,-
000 hours and 7½ million miles.
This becomes all the more remark-
able when one considers that an
automobile which has traveled
150,000 miles is looked upon as a
mechanical Methuselah.

(Continued on page 26)

FLASHBACK

(Continued from page 18)

Moore of Winnipeg and Ralph
Maybank, M.P., arrangements were
made for a suitable presentation.
In October 1936 the ceremony took
place with Stevenson's father,
Joseph Stevenson, accepting the
award on behalf of his son from
the hands of Lieut. Governor W. J.
Tupper. Today Stevenson's medals
are in the hands of the Winnipeg
civic authorities awaiting the com-
pletion of a permanent administra-
tion building wherein, presumably,
they will be suitably displayed.

Much has been written concern-
ing our pioneer airmen for their
part in securing Canada's position
as a foremost Air Power cannot
be overestimated. Certainly a re-
counting of Stevenson's exploits
would fill a volume.

Possibly the inscription on the
simple monument in Brookside
Cemetery where Stevenson is
buried best tells the story of his
dedication to his own bright dream
of Canadian Aviation.

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No. 5 Blues, worn only five times, and mess kit in excellent condition. Approx. size 40. Call S/L Lasek — Local 351 or ED 4-4948.

Electric four burner stove and refrigerator —like new for \$200.00. Phone Turner 8-5165. 388 Rutland St., St. James.

1956 Dodge Regent — fully equipped, \$650.00 cash or best offer. 1959 model portable TV — \$50.00. Davenport and chair— best cash offer. Semi-auto. .22 cal. rifle, carrying case, scope, cleaning kit, \$40.00. Child's playpen with pad, \$7.00. Baby carriage, like new, \$25.00. Contact LAC Goddard — Local 422 or SP 2-2827.

1954 Studebaker — excellent shape. Also moped, recently overhauled. Best offer takes. 175 Woodbridge Rd. after 6 p.m.

1959 Pontiac Laurentian Station Wagon. Excellent condition — Hydramatic drive, radio, new tires. Officer transferred overseas. Contact F/L Ackert VE 2-0907.

Marconi Recordio radio — \$30.00. Wine chair with wooden arms, \$5.00. Child's table and two chairs, blond, \$3.00. 4 flowered side drapes, red and white predominating, \$5.00. Phone TU 8-1835.

Stove and fridge — good condition. Phone VE 2-4571.

1952 Studebaker Champion Sedan. A second owner car, custom radio, seven rims and tires (two snow). Price reasonable. A best buy. VE 2-2757 or Local 353.

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*Watch future issues of this paper for "Buys of the Week."

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SAGA OF THE DC3

(Continued from page 25)

When will the DC-3 finally disappear? Experts at Douglas and fliers generally, having predicted before and felt foolish afterward, are no longer willing to make a prediction, except possibly this one: The DC-3, they say, probably will still be aloft long after many of the pilots and passengers now flying in it are dead and gone.

Already it has spanned almost half the history of flight itself. And this fact alone occasions a nostalgic feeling among most fliers and many passengers—a feeling that is illustrated by a recent occurrence.

A military DC-3 landed at a Chicago airport and taxied to its parking place. The pilot flipped off his switches. Then, instead of climbing out of his seat, he just sat, staring dreamily out a side window.

"Well," said the co-pilot, "are we going to get out of the airplane or aren't we?"

The pilot didn't answer. Instead he pointed to a nearby fence.

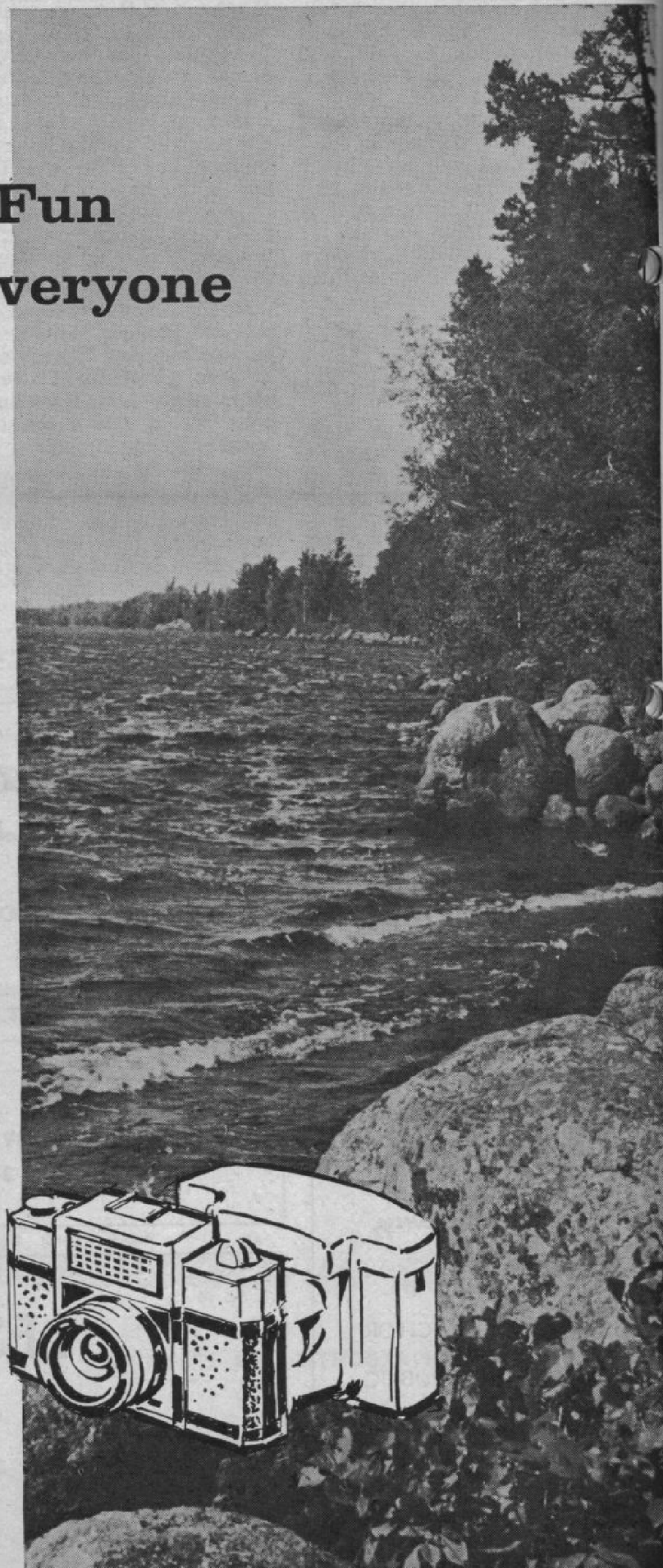
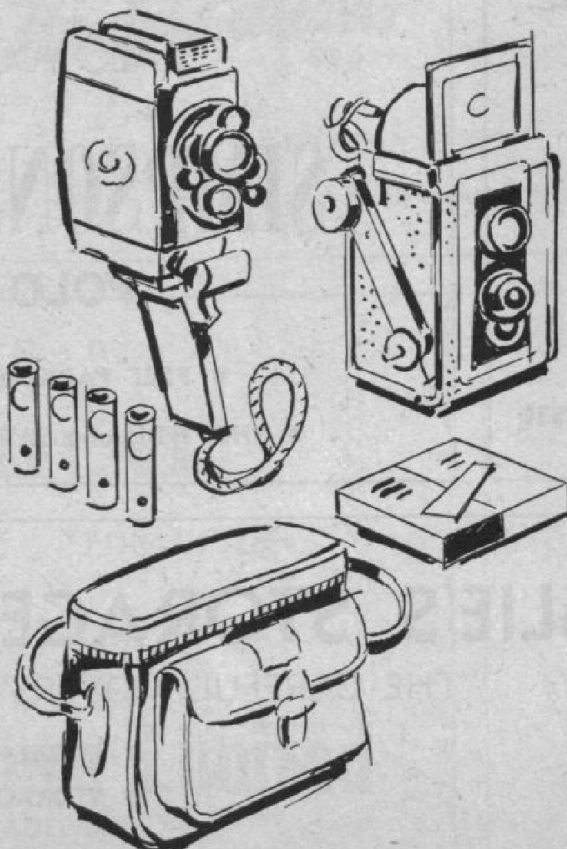
"See that spot?" he said. "That's where I saw my first DC-3. I was just a kid then, and did that plane look big. Well, here I am flying one. I feel as though I've lived a whole lifetime since that day."

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Vol. 11, No. 22

During the initial Seattle's sensational 21 helicopter.

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