

month for weddings  
fair maiden did not  
ily on the prospect of  
ded bliss and this was

er," she said;  
ked her to wed.  
new that I knew  
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ew that I knew  
meant when she said  
ther."

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NG 25  
outboards  
ke-along"  
underbolt"

VIKING "25" provides power-  
energy for a sporty run-about or  
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etric starting  
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# Voxair

AN AIRFORCE NEWSPAPER



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Vol. 11, No. 27

WINNIPEG, MANITOBA

July 6, 1962

## W/C's Career Closes As He Mentors First Mentor



Time was revisited but the roles were reversed when Wing Commander A. Weatherwax (left) took Air Commodore J. A. Verner for his unit familiarization flight in an Expeditor aircraft here recently. Previous meetings between A/C Verner, Chief Staff Officer at TCHQ, and W/C Weatherwax, Staff Officer Airmen's Postings and Careers, occurred almost 24 years ago beside two types of single-engine biplanes. The dates were November 16 and 21, 1938, when as a Flight Lieutenant, A/C Verner took the then Pilot Officer Weatherwax aloft in a Fleet 196 and a Tiger Moth for his first two instructional flights at the Flying Training School, RCAF Station Trenton. W/C Weatherwax is retiring from the RCAF, and A/C Verner's checked-out flight was one of his final duties. It was also a coincidence at the close of a career of flying—but with time and roles reversed.

## Water Safety Program

It is planned to hold a Red Cross Water Safety Program in the Station Swimming Pool. Classes will be held in the Beginner, Junior, Intermediate and Senior awards. It is hoped to commence on the 16 July and end prior to starting school dates. Dependents 8 years to 18 years will be eligible for the classes.

Children wishing to join these classes are asked to attend a meeting at the Station pool (without suits) at the following times:

- WEDNESDAY, 10 July for Beginners—9 o'clock A.M.
- Juniors—10 o'clock A.M.
- Intermediates and Seniors—11 o'clock A.M.

This meeting is for the purpose of registration and it is suggested parents having children that are unable to attend the meeting owing to holidays, camps, etc., please contact Cpl. Schilds, 511, to have them registered for later on attendance.

## Voxair's Congratulations To All Promoted Personnel

F/O TO F/L:

- F/O J. G. F. Boissoneault, TCHQ Air/RN
- F/O R. A. MacInnis, TCHQ Tech./AE
- F/O J. Hardy, TCHQ Pers/Edu.
- F/O H. C. Davis, TCHQ Tech./Tel.
- F/O A. A. Gilbert, Air/RN Stn.
- F/O A. J. D. Hannah, Air/RN Stn.
- F/O A. R. Martell, Air/RN Stn.
- F/O T. Sakamoto, Air/RN Stn.
- F/O W. Mazey, Air/RN Stn.
- F/O P. N. Thorpe, Air/RN Stn.
- F/O J. H. Proctor, Air/RN Stn.

SGT. TO F/S:

- Sgt. R. J. Siford, AE/Tech. Stn.
- Sgt. W. Chzyk, Tech./CE Stn.
- Sgt. E. G. Machan, AE/Tech. Stn.
- Sgt. D. A. McLean, AF/Tech. TCHQ.

## Dependent Youth Gymnastics

With over a month's training under their belts, our fifty youthful gymnasts have progressed at a terrific rate and can now perform skillfully on the box horse, trampoline, and tumbling mats.

These gymnasts derive bountiful pleasure from this gymnastic program under the supervision of capable instructors. At the same time, they are developing their co-ordination and poise while learning new skills.

This gymnastic program is for dependent youths over the age of twelve. Registration forms are still available at the Rec. Centre.



Al Durnin, a dependent is shown supervising dual forward rolls in tumbling.



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## EDITORIAL CORNER

### Camping Holiday

The hot, dry weather is upon us once more, and generally the time when most of us are thinking of leave. Whether we plan a fishing holiday, golfing, travelling or just plain relaxing, we will be hitting the highways with our trailers to get out to our favorite camping grounds.

To many of us for a few short weeks trailing is a way of life. It is a home for that period—a home on wheels with many of the modern conveniences that make life worth living—which affords us the opportunity of cooking our meals along the wayside and providing comfortable beds when we get tired.

But there are many points to consider about trailering, especially to those considering towing a trailer for the first time. The car itself must be in top condition and provided with a solid, dependable hitch (bumper hitches in many provinces are illegal). It must also be electrically connected to the trailer to provide clearance lights, turn signals and stop lights. Fender mirrors also are a must, and should be adjusted to give a clear view of the road behind when the trailer is attached.

Certain driving practices must be considered to suit trailering needs. Speeds must be kept down through populated areas, heavy traffic, winding roads, and generally when approaching all intersections. Equally important is the need for reduced speeds in a high wind. A greater stopping distance must be allowed for when towing a trailer; and remember that too sudden a braking might result in a dangerous skid or jack-knife. Also be courteous to the driver behind—remember his vision ahead is obstructed and the use of hand signals on your part could safely get him by. Your own speed should be kept fairly constant—sudden acceleration and swerving can also result in a jack-knife. Don't pass unless you are absolutely sure that you can do so safely. Remember too that it will take a much greater distance to pass and cutting in too soon may prove dangerous and costly.

Trailering is fun and armed with the right tools and equipment and an abundant supply of good sense, it can be safe. It's up to you.

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## Laws of Internal Correspondence

By F/L R. H. CHILTON

It is a known fact that minutes originating out of internal correspondence have definite patterns. It is, therefore, easy to state the following laws:

A Descending minutes generate the thought germ. K = MN.  
K = Concurrence factor.  
M = Original minute.  
N = Number of minutes.

B Ascending minutes attenuate the thought germ.  
K = MN - N.

For example let us take the first law — "Descending minutes generate the thought germ."

### Min 1. Memo to CAoD

Finished the station inspection and everything was clean and neat. With the newly painted hangars and the green grass, the hangar line was impressive.

Except for the assembled Harvard aircraft, it looked like a sea of green. Pass the good word along.

CO

### Min 2. OC Flying

CO considering painting Harvards green. Your action pls.

CAoD

### Min 3. CTSO

Consider idea sound. My Pontiac is green and it has never given any trouble.

OC Flying

### Min 4. SAEO

We have the paint, go ahead. My wife has a green dress and it has held up good over the last seven years.

CTS0

### Min 5. ARO

Concur.

SAEO

### Min 6. NCO i/c Paint Shop

Heartily concur everything should be green.

### Min 7. NCO i/c Mod Crew

Get cracking.

NCO i/c Paint Shop

Now let us take the second law, "Ascending minutes attenuate the thought germ."

### Min 1. Memo from NCO i/c Mod Crew to NCO i/c Paint Shop

Compressor got away on us and sprayed one of the walls with dark green paint. Corrective action taken by painting complete hangar green. Observation has proven that steam hose, sand blaster and welding torch has not injured paint job. Suggest we paint Harvards with this dark green paint.

NCO i/c Mod Crew

### Min 2. ARO

We should use light green.

NCO i/c Paint Shop

### Min 3. SAEO

Concur, only we have to drop project on S Rec O's drag racing strip on number 1 runway.

ARO

### Min 4. CTSO

Heartily concur.

SAEO

### Min 5. OC Flying

Like my wife's new red dress this is hard to buy.

CTS0

### Min 6. CAoD

Will drive down in my new black Ford and discuss the disadvantages of this project.

OC Flying

### Min 7. CO

Feel that assembled Harvard will blend with surrounding when dandelions blossom.

CAoD

### Min 8. CTSO

Colour yellow remains. Harvard being phased out. Anticipate Air Force will want to sell them bunches like bananas.

CO

## Robin's Ramblings

The Boss' Night at the Airwomen's Lounge on the 37 June was a huge success. Our honouree guests were G/C Mitchell and W/C Millar. Due to the fact that G/C Mitchell will soon be leaving the station the Airwomen presented him with a small gift. We hope he had an enjoyable time and has success in his new endeavour. Skit put on by the AWs combined humour and wit in giving their version of what goes on in the SWC office and Dental Clinic. A song (Endless) by the "Desires" from Hollypeg, who used the disguise of G/C Mitchell, W/C Millar and F/L Moore, was dedicated to the bosses. We tip our chapeaux to these girls who did such a fabulous job and express our thanks to the guests for attending.

The next Dance to be held at the Airwomen's Lounge will be on July 62 with the Twilights. On 2 July 62 there will be another Dance but the Band as yet is unknown. The usual refreshments and admission. Y'all come and enjoy Julep or two.

(Continued on page 4)

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## Track

On Friday, 2 Winnipeg Track...  
...to Portage...  
...in the first...  
...warm-up meet...  
...honourable wea...  
...the organization...  
...an enjoyable...  
...meet. At the...  
...meet Station...  
...be the winner...  
...and female con...  
...points as follow...  
...Winnipeg Stn. 1...  
...Stn. Winnipeg...

The following...  
...the winner of...

100-yd Dash (W...  
...Winnipeg...  
...Shot Put (Men...  
...Portage...

Long Jump (Me...  
...Winnipeg...

100-yd Dash (M...  
...Winnipeg...

Javelin (WP)—...  
...Winnipeg...

High Jump (Me...  
...Winnipeg...

100-yd Dash (M...  
...Winnipeg...

Shot Vault—F/C...  
...Winnipeg...

100-yd Dash (W...  
...head, Portage...

Discus (Men)—C...  
...Winnipeg...

100-yd Dash (M...  
...Winnipeg...

Shot Uut (WP)—...  
...Winnipeg...

100-yd Dash (Me...  
...Winnipeg...

Javelin (Men)—...  
...Winnipeg...

High Jump (W...  
...head, Portage...

1 Mile (Men)—L...  
...Winnipeg...

Discus (WP)—L...  
...Winnipeg...

1 Mile Relay—St...  
...Winnipeg...

Long Jump (W...  
...head, Portage...

100-yd Relay (WP)—...  
...Winnipeg...

100-yd Relay (Men)—...  
...Winnipeg...

1 Mile (Men)—F...  
...Winnipeg...

At the complet...  
...a very enjoyable...  
...held in order to s...  
...of Portage and ce...  
...whalming victory...  
...Winnipeg...

F/O Woodason...  
...F/C White, F/C R...  
...F/C Snyder, F/C...  
...Saps, LAW Lo...  
...Humphries were...  
...bers from Station...

## Bia

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# Correspondence

ut of internal corre-  
asy to state the fol-  
y we have to drop  
Rec O's drag racing  
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ARO  
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SAEO  
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to buy.  
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CAoO  
ow remains. Harvard  
d out. Anticipate Air  
want to sell them  
e bananas.  
CO

# Ramblings

Night at the Air-  
ge on the 37 June  
uccess. Our honoured  
/C Mitchell and W/C  
o the fact that G/C  
soon be leaving the  
Airwomen presented  
small gift. We hope he  
able time and has suc-  
ew endeavour. Skits.  
e AWs combined hu-  
t in giving their ver-  
goes on in the SWO  
ental Clinic. A sol-  
the "Desires" from  
used the disguise of  
W/C Millar and F/L  
edicated to the bosses  
apeaux to these girls  
a fabulous job and  
thanks to the guests  
Dance to be held in  
n's Lounge will be f  
the Twilights. On 2  
re will be another  
e Band as yet is un-  
usual refreshments and  
all come and enjoy a  
(Continued on page 4)

# Track and Field To Tell The Truth

By GORDON A. HARRIS

## A TRIP TO HAWAII

On Friday, 22 June, the Station Winnipeg Track & Field team jour-  
neyed to Portage la Prairie to com-  
pete in the first Western RCAF  
warm-up meet of the season. Very  
favourable weather conditions and  
fine organization by Portage, made  
an enjoyable and smooth running  
meet. At the completion of the  
meet Station Winnipeg proved to  
be the winner in both the male  
and female competitions with the  
points as follows: Male—Stn. Win-  
nipeg 91, Stn. Portage 45; Female  
—Stn. Winnipeg 36, Stn. Portage  
27.

The following is a breakdown of  
the winner of each event:

- 440-yd. Dash (WP)—LAW J. Hum-  
phries, Winnipeg.
- Shot Put (Men)—Cpl. Johnson,  
Portage.
- Long Jump (Men)—F/C White,  
Winnipeg.
- 440-yd. Dash (Men)—F/O Bennett,  
Winnipeg.
- Javelin (WP)—LAW Logan, Win-  
nipeg.
- High Jump (Men)—F/C White,  
Winnipeg.
- 100-yd. Dash (Men)—F/C Presley,  
Winnipeg.
- Pole Vault—F/C White, Winnipeg.
- 100-yd. Dash (WP)—LAW White-  
head, Portage.
- Discus (Men)—Cpl. Johnson, Por-  
tage.
- 380-yd. Dash (Men)—F/O Wooda-  
son, Winnipeg.
- Shot Uut (WP)—LAW Logan,  
Winnipeg.
- 220-yd. Dash (Men)—F/O Bennett,  
Winnipeg.
- Javelin (Men)—F/C Row, Winni-  
peg.
- High Jump (WP)—LAW White-  
head, Portage.
- 1 Mile (Men)—F/O Woodason,  
Winnipeg.
- Discus (WP)—LAW Logan, Win-  
nipeg.
- 1 Mile Relay—Stn. Winnipeg.
- Long Jump (WP)—LAW White-  
head, Portage.
- 440 Relay (WP)—Nil entry.
- 440 Relay (Men)—Stn. Portage.
- Hop, Step (Men)—F/C White,  
Winnipeg.
- 3 Mile (Men)—F/O Woodason,  
Winnipeg.

At the completion of the meet  
a very enjoyable social hour was  
held in order to sooth the wounds  
of Portage and celebrate the over-  
whelming victory of Station Win-  
nipeg.

F/O Woodason, F/O Bennett,  
F/C White, F/C Row, F/C Staples,  
F/C Snyder, F/C Presley, LAW  
Shopa, LAW Logan, and LAW  
Humphries were the team mem-  
bers from Station Winnipeg.

It's very hard to open a story  
sometimes, or to say something  
you have on your mind, as you all  
may well know. But somehow or  
other we manage to make it. The  
majority of you who read this may  
have, some time or another, ex-  
perienced a trip in an aircraft. It  
gives you a wonderful feeling  
when the craft builds up speed  
along the runway and then, for no  
due reason, it seems, the ground  
drops away and it appears that the  
plane has almost stopped in mid  
air. Then you're up there with all  
that beautiful earth below you;  
a wonderful sight, I think you'll  
agree. Speaking of flying, I would  
like to relate to you an experience  
I once had.

A friend of mine and myself  
were contemplating on taking a  
trip to Hawaii but didn't know how  
we could afford it. We finally came  
across a newspaper advertisement  
of a newly formed airline com-  
pany. It stated that people were  
looking for cheaper methods of  
transportation and still see a lot  
of the world. It went on to say  
that they had just the thing they  
were looking for. Their first flight  
would be to Hawaii at a cost of  
only seven dollars, tourist's class  
and ten dollars for first class. Nat-  
urally we jumped at this golden  
opportunity and bought a ticket  
each; first class even.

The day had arrived for the trip  
so we were on our way to the air-  
port. When we got there we dis-  
covered that the company con-  
cerned was not located at this air-  
port and that the personnel here  
had never heard of it. Luckily we  
had obtained the phone number,  
so we called them. They were situ-  
ated about ten miles out of the  
city in a framers field. The reason  
for this was that they hadn't gotten  
around to building a landing strip  
yet, owing to the fact that this was  
their first flight and financing was  
difficult. We asked no questions be-  
cause all we were interested in  
was getting to Hawaii.

The take-off was bit rough but  
once we were in the air things  
went quite smoothly until the pilot  
came out to greet us. The following  
is just about word for word of what  
he said and I think you can gather  
from that, the thrill of the whole  
trip.

"Ah—I'm your pilot—I think. We  
—umm—haven't got that well or-  
ganized—ah—yet. You know it is  
—ah—this being our—ah—what  
shall I say—umm—our first flight?  
Of course we're all well trained.  
Sam, our co-pilot, he's driving the  
plane right now; well—ah - - -  
SAM! WAKE UP SAM! Ah—he  
has the habit of falling asleep oc-  
casionaly. Like—ah—I was trying

to say, Sam has driven a garbage  
truck for the last forty years—so  
—he—ah—is well experienced in  
—ah—driving a vehicle. He—ah—  
retired last month from that job  
so we—ah—gave him a job with  
us.

Myself—umm—I went to grade  
three in school and—ah—quit to  
help my—ah—father—yes—ah—  
father—that's a good word. I'll  
have to remember that one. Am I  
—ah—speaking loud enough—can  
you hear me over the roar of the  
engines? You can't? Well—ah—  
I'll tell Sam to cut them down a  
bit. Ah—on second thought—I—ah  
—don't think that would be such  
a good idea. I'll speak a little  
louder. All my—ah—life I wanted  
to be a pilot and—ah—some day I  
may become one—HA HA HA ah  
—umm.

Our—ah—navigator is having a

few nips in the ah—the ah—umm  
—the can? Ah—no, no, no, the ah  
—washroom—hee. That reminds  
me I—ah—should check on the  
poor fellow; he has been drink-  
ing too much lately—ah. Speaking  
of drinking—ah—those engines are  
murder on a hangover—ah—aren't  
they? I did take some aspirins but  
—ah.

What was I talking about now?  
Oh yes—our—ah—navigator. I  
think he is the most experienced  
one in our crew. He—ah—umm—  
was in the Airforce but—ah—they  
—ah—sort of let him go. The—ah—  
drinking habit you know. They  
said he was—ah—miscalculating or  
something. Umm—not too serious  
mind you; they lost only a few  
planes.

Are there any questions now?  
Ah—just one at a time please. The

(Continued on page 5)



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REGINA	\$36.30 <small>(return \$65.35)</small>	\$42.60 <small>(return \$78.70)</small>	\$45.60 <small>(return \$82.10)</small>	\$38.80 <small>(return \$69.85)</small>
SASKATOON	\$40.80 <small>(return \$73.45)</small>	\$47.10 <small>(return \$84.50)</small>	\$50.10 <small>(return \$90.20)</small>	\$43.30 <small>(return \$77.95)</small>
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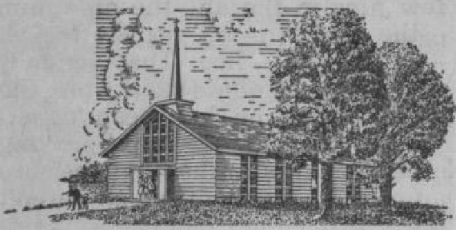
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## Chapel News

### 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

#### SUNDAY, 8th July

0900 hours—Holy Communion—Anglican. Communicant members of other churches are invited to attend and participate. Coffee and donuts available after Communion at 0930 hours in Chapel Annex.

1100 hours—Divine Service.

#### HELP!

Plans are under way for two vacation schools for our children during July as last summer. Last year both the staff and the children who attended had a wonderful time. Ladies are needed to staff these two schools, which will each run for one week, mornings only, from 0930 to 1130 hours, Monday through Friday. Teenagers are needed as well. Please phone Padre DeLong at local 417 and offer your help.

#### PRAYER BEFORE VACATION

O Lord, how tired I am,—  
Of routine tasks faced every day;  
Of all life's complexity and strain;  
Of my forced smile, facade, to cover

up dissatisfaction and unrest; of people and their irritating demands and expectation; of home, with its wrangling children, its over-dripping taps, and jangling phone.

Lord, in Thy mercy, let me get away from it all. Amen.

#### PRAYER AFTER VACATION

O Lord, refreshed and rested, I lift up my heart to Thee. Help me to retain and use wisely all my vacation wealth of memory and experience and aspiration,—

All the beauty of lake and river and waterfall; waving bulrushes in the marsh; bluebirds winging their way through tall trees; the still, dewy expectation of early morning; sunsets and summer storms; ships moving slowly and serenely through the locks; red canoes, shimmer of moonlight on the water, and the mystery of shadows; casual visitors, and old friends, and happy children's voices; fireplace warmth, marshmallows and marital affection; more wholesome perspective; eagerness to get on with life's serious business; the uncomfortable, yet satisfying feel of dress-up clothes again; sense of belonging to, and being part of, our thrilling, modern world; desire to be a little more Christian in all my relationships.

Lord, in Thy love, help me to fulfill my destiny with joy. Amen.

### CPL'S CLUB

G/C J. F. Mitchell, Commanding Officer, officially opened the new Games Room in the Cpl's Club Wednesday evening, 20 June.

The room, built entirely by members of the Institute on a voluntary basis, has a separate outside entrance as well as its own access to the bar. Functions may therefore be carried on without interfering with activity in the games room.

Honorary guests included W/C W. B. M. Millar, CAAdO, and WO T. G. Picton, SWO.

The members of the Cpl's Club took this opportunity to present G/C Mitchell with an all leather golf bag as a farewell gift.

#### ROBIN'S RAMBLINGS

(Continued from page 2)

The AW's Softball Team has a busy month coming up.

7 July 62, Diamond No. 4 at 2 p.m., RCAF vs. Gimli.

The Western Training Command Competition will be held at Gimli on 21 and 22 July. How about a cheering section of these games??

Dat's all dere is reader, dere is no more.

## The Distaff Side

On Tuesday, June 26th, a coffee party was held by the Chapel Guild in the Chapel annex in honour of Mrs. May Mitchell, wife of the commanding officer. Convenors for the coffee party were Mrs. Kathy Orr and Mrs. Frankie Coulter, and their work was excellent. The tea table was lovely with a lace tablecloth covering a pale green cloth for an unusual effect and a centrepiece of yellow marguerites and white gladioli. There were beautiful silver services at each end of the table and trays of dainty muffins on the table. Pourers on this occasion were Mrs. Syrett, Mrs. Adelaide Heppner, Mrs. Alberta Hodgson, Mrs. Thea Picton, Mrs. Betty Clark, and Mrs. Auger, our friend from the Kiwanis Old People's Homes.

It was a beautiful morning for such a gathering, with a soft breeze blowing through the annex. In the friendly relaxed atmosphere, people mixed well and all were able to say a personal unhurried farewell to Mrs. Mitchell.

Mrs. Mitchell was presented with a corsage of yellow marguerites at the beginning of the coffee party and later on, with a white leather guest book signed by all the attending members as a memento of Station Winnipeg.

Mrs. Mitchell has been an active and esteemed member of the Guild since she came to Winnipeg and will be sadly missed when she leaves for Ottawa this summer.

Having spent the long week-end at Rushing River, we are now "rushing" like mad to get our copy together for Voxair. This is the time of year for the mass exodus from the city with tents, trailers and all the paraphernalia that goes with camping out. If you are looking for something different in the way of camping spots, there are a few in Northwestern Ontario that might appeal to you. We found one last year that is a little out of the way and quite uncrowded because it is so new. It's called Bergland

and is situated on the southern end of the Lake of the Woods near Rainy River. There is a route that passes down through the State which is quite close compared to the long trip through Kenora which takes you down and around the lakes to the far end. This camp occupies over 2,000 acres and has a lovely sandy beach with plenty of room between campsites. If you like to get off away from it all then this is the place for you. When we visited last year, there seemed to be quite an abundance of wild life in the vicinity and the youngsters were completely captivated by it all. Right inside the camp grounds we came upon a lovely fawn grazing by the side of a road, and it was in no hurry to leave its grazing spot. Right around the bend from this we came upon a huge buck, which bounded into the woods on sight of us, and before we could catch our breath there was a fat little skunk waddling up the middle of the road. If you like your camping rugged why not try some of the Ontario sights this year. For one thing above the Manitoba campsites they allow open fires in Ontario.

## Travel By Service Aircraft

With the increasing use of RCAF air transport for the movement of personnel, some concern has been expressed over the effect of this type of travel on insurance policies that provide full coverage only when the insured is a fare paying passenger on a scheduled flight of a recognized commercial airline.

Most policies currently being issued extend full coverage to passengers on board a RCAF transport aircraft. Nevertheless, all members of the RCAF and civilians who are likely to fly in RCAF transport aircraft should examine the conditions and coverage inscribed on their life insurance policies to determine whether they are fully insured while being transported as passengers on such aircraft. If there is any uncertainty as to coverage the individual should be urged to communicate with the underwriter requesting that he be covered while a passenger in a RCAF transport aircraft.

In addition to the above, all personnel should be informed of the availability of trip insurance at all Air Movement Terminals. This trip insurance, as a supplement to other life insurance, provides excellent coverage for a low premium.

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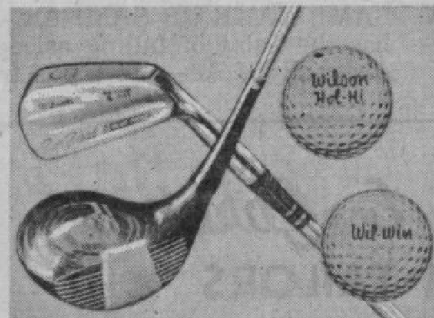
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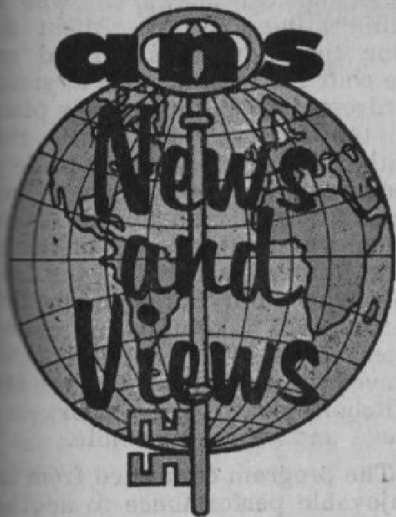
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By F/L VIC ELDRIDGE

On last Wednesday, 27th June, the OC ANS, W/C R. C. M. Bayliss presented tankards to F/L Bill Mazey, who is transferred as Adjutant of Staff of College Toronto; F/O Pete Darcel who has completed his tour of service with the RCAF; F/L Guy Gravel on transfer as Recruiting Officer St. John, New Brunswick. W/C Bayliss then presented a tankard to an officer who had completed four years on Stn. Winnipeg and who was considered a top notch pilot by the Training Standards Section. His assistance and direction had been greatly appreciated by the Air Navigation School—our Commanding Officer, G/C J. F. Mitchell.

The Commanding Officer, G/C J. F. Mitchell will be the Reviewing Officer at the Graduation Wings Parade on the 6th July. The parade will be held outdoors if weather permits. All ANS officers and their ladies are invited to attend the parade and mess reception.

During the past week Brig. G. Spencer, Commandant Military College, W/C G. C. Peek and S/L C. Whittington of Stn. Centralia visited the Air Navigation School. W/C R. C. M. Bayliss gave a complete briefing of ANS to the visiting officers which would assist in the selection of candidates for Radio Navigation training.

Two flights of ROTP Cadets are scheduled to visit Stn. Winnipeg on the 6th July and 10th July. The coordinating officer for the visit is F/L Al Chadwick of ANS.

The Stn. is most fortunate to have such an excellent picnic and barbecue area so close at hand. At the present time the mosquitoes maintain firm control, but with the weather and a spray job, the

area will regain its former popularity.

Still very fresh in our mind is the evening of the 14 June when Sgt. K. L. Clark and his staff of Officers' Mess provided for our pleasure one of the finest displays of food we have ever seen at an evening dinner.

This week in Nav Air saw promotions for F/O A. A. Gilbert and F/O J. H. Procter making this one of the luckier sections in ANS this list, or is it the hard work?

The arrival of a baby girl in the Grbac family also caused a wave of congratulations and much cigar smoking amongst the troops. Another arrival in Winnipeg is the Levesque family which makes Gil happier these days. Welcome to Winnipeg Mrs. Levesque and family.

It would appear that Nav Air is getting to be quite a sporty group, not to be outdone by the chief's green suspenders, red suspenders have been added by our new RAF addition, who knows, perhaps coloured lanyards next.

We hope that the Golden Hawks will be able to perform at the Stn. Winnipeg Air Force Day in September. The crowds will travel for miles to see the Golden boys in action.

During the first week of July Cpl. E. Jones of the Morse Section takes off for the home of the Electronics Empire, Clinton, Ontario. Sgt. V. E. Wilson underwent surgery at Deer Lodge last week and we hope that he will soon be up and around. With the heavy flying commitment it is hoped that replacement Com Op staff will soon make their appearance.

Well it has finally happened in the RCAF! It was officially announced by Maritime Command that a Radio Navigator W/C A. J. "Art" Ireland will assume command of 404(MP) "Buffalo" Squadron. W/C Ireland received his "Observer" wings at Rivers, Manitoba in April 1942. He proceeded overseas and served as Captain of a crew with 422 Sunderland Squadron. In 1948 W/C Ireland attended the Radio Officers course at Clinton, Ontario. He is a graduate of staff college and has served as 405 Squadron Radio Leader. The Radio Navigation School of Winnipeg extends hearty congratulations to W/C Art Ireland Air RN on assuming the command of 404 Buffalo Squadron.

Congratulations to the new ANS Flight Lieutenants—Pete Thorpe, Alex Hannah, Tom Procter, Tats Sakamoto, Bill Mazey, Dick Martell, and Art Gilbert.

Congratulations also to the Flight Cadets of 6103 who are selected for promotion to Commissioned rank 6th July to the RCAF regular aircrew with the rank of Flying Officer. The graduates are: D. E. Blair, K. J. Conner, B. W. McCann, G. D. Meldrum, J. R. Popplow, D. F. Scallion, W. F. Sponchia, and R. B. Stevenson.

Welcome aboard to F/L C. G. Dennis of the Auxiliary Squadron of Hamilton, Ontario.

**A TRIP TO HAWAII**

(Continued from page 3)

lady there with the — ah — funny hat — ah — — — what's that? How did we get our license to fly? What license? That sick looking gentleman over there, your — ah — question please. Have I had any experience in flying before? Well — ah — once my sister made me very mad and I — ah — flew off the handle — ha-ha-ha — umm — ah. That gentleman over there sitting on the floor — — — eh? Why aren't there any seats — is that your question? Well what do you want for ten dollars? I — ah — mean we've just got started in this business and besides if we were to put seats in we wouldn't be able to get all ropes to hang onto and — ah — those flying tourist, you — ah — have no ropes. There's a gentleman back there who seems to be — ah — quite excited. What's your problem sir? I'm sorry, I can't hear you. Speak more clearly sir. That What! The engine has stopped? Which one? That one? So it has. Hey Sam — that — ah — engine on your — ah — lets see — your — ah — left — eh? No there's nothing wrong with your driving. Listen — that engine has

stopped — would you start it? Thank-you.

Now what seems to be your problem ma'am? You want to know how long the plane will stay afloat if we land in the ocean? Well we — ah — plan to land on the ground but if we should happen to miss — ah — naturally we'd land in the ocean. Well — ah — planes have been known to sink immediately but — ah — most of them stay up for at least two to three minutes.

The gentleman way in back? I'm sorry but I just can't hear you at all. Well that's a bid odd, but I — ah — suppose so. Movie? Book? Oh it isn't. Ah — two words. First word. You — me — — ah — him? No? Ah — umm — inky pinky. Rhymes with — aha ha ha ha — bird duck, chicken? I haven't had so much fun since the hogs ate my little brother. Ah — umm — ten fingers — yeh — still inky-pinky? Ten — pen — hen — men — oh MEN'S. Right over to your — ah — left sir — that's right! Hey you're on the wrong side. Don't open that door. Too late!

Well that's all the questions for now, I — ah — had better give Sam a hand. Oh by the way — umm — has anybody ever been to Hawaii before? Good — we — ah will need you to show us where it is.

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# Red River Ex

By LESLEY STEVEN

Our family's visit to the Red River Exhibition on Armed Forces Day, was, I feel, particularly fortunate. An exhibition is always a source of interest and fun, but when one is part of a group that sends representatives to participate then how much more exciting the visit to the exhibition becomes. After eating at the Kinsmen booth and viewing some of the many static displays, "999" in operation, Indian handicraft, Eskimo handicraft, Vacationing in Manitoba, to name but a few, we headed for the site of the grandstand show. En route we pass the cotton candy stall, and the toffee apple vendor—pass, did I say? When one is accompanied by two growing boys with hollow legs? A purchase made and an assurance received that the toffee apples will not all be sold by the time we return, we proceed, once again, to the grandstand. The

show was not scheduled to start for half an hour, but the bleachers were full. However, bleachers are elastic and the exhibition visitors co-operative and after climbing to the stars we found room to sit. There, we not only had an excellent view of the show but a bird's-eye view of the whole exhibition as well. At dusk when the lights of the ferris wheel were lit up and the various coloured bulbs were turned on all over the exhibition it was quite a beautiful sight viewed from so high.

The RCAF Training Command Band from Edmonton opened the program with a selection of pieces

from musical shows. It was exhilarating overture. About time the dignitaries arrived we watched with interest as smartly dressed people took their place in the reserved seats and with a sense of extreme pride senior officers were seen as representatives of the forces. Among them we saw Group Captain Mrs. Mitchell ushered to the front row where our Commanding Officer was to take the salute from the RCMP detachment employed in the musical ride. Mrs. Mitchell looked very smart in beige and white ensemble.

The program continued from enjoyable performance to another the Bomberettes prettily dressed and very smart, a vocal chorus tolling the virtues of Manitoba they convinced us! The boys of our family then teetered on the edge of their seats with excitement all through the display of Royal Corps Motorcycle escapades and naval cadets involved in drills with a cannon. We would have been content if the show had ended there, I think, and particularly all this was included in the price of the entrance ticket (that's Scottish blood in me!)

The Cariboo Indian Girls Band then marched on. How proud they must be to travel from Banff to perform here and grateful to the Reverend Fr. H. O'Connor, who trained them so well.

The M.C. then announced that an RCAF Station Winnipeg team would perform precision drill. A youngster near us shouted, "Eh, rah for the Air Force." At this time he was echoing our sentiments. An evening such as this truly makes one proud one is attached to service and all frustrations to family life are forgotten. The Air Force men, under the command of Flight Ken La Rush, did not disappoint us. Being accompanied by such an excellent band of course, we help enormously, but to go through a lengthy drill with no audience commands was, to us, fantastic. The men were very smartly dressed too, half in summer khaki and half in blues and the spotless white gloves kept one's eye glued to various rifle manoeuvres. I was afraid one of them would drop his gun, I think I would have cried. This part of the show was over too soon as far as we were concerned.

And then the piece de resistance the RCMP Musical Ride. Was there ever a more wonderful sight than a well bred, beautifully groomed horse? Sit atop this an impeccably dressed man in RCMP uniform that is enough on which to focus one's eyes. Take a troop of 32 of them and have them perform intricately and in such unison that one is left speechless with awe. This wonderful performance climaxed with the salute to the heads of the Armed Forces.

The show was finalized with the entire company coming on stage and no performers ever deserving the applause more.

Passenger car registration in Metro Winnipeg is currently estimated at 120,000. This is roughly one car for each household. Per capita car ownership in the metro area has doubled in the past ten years.

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## Servicing

By Dick

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**Agents**

# Servicing West

By DICK GINTER

**Transient**—Congratulations! The record is broken again! On the 22 June this section had already serviced its record breaking a/c No. 419. By the end of the month the number may well stand at about 460-475.

We did note that FS Common's 'bug' attempted to break the record last month. It was all dolled up with a 'chute, a helmet and chocks. Two of the boys were ready for the start, too, but no pilot, venture some enough to take off with it, could be found.

You've heard the term 'Nervous as a bride' I'm sure, but have you noticed the sad condition of the bridegroom? LAC Forsythe, who has the dubious distinction of being the only bridegroom in the section; is as skittish as a racehorse. His ears pricked up for the sound of a phone at all times, and fairly prancing when he does get called. Ah! The thrill of young love! (Sigh).

Bob Armstrong is in the market for a Volkswagen, to be used to alleviate the homesickness caused by the T.V. program which officially opened broadcasting at The Pas and Flin Flon.

Sgt. Hank Stock will be leaving for the Banana Belt in Aug.

LAC Richens is on grand tour of the west coast, then down into the States and perhaps even Mexico. Although, how the Mexicans feel about Canadians since FS Steven's visit is anybody's guess.

**Expeditors**—The happiest chap in the hangar is Bruce MacMillan. Originally from Victoria, (although he was born in Manitoba, he won't admit it) Bruce is now going back on a transfer to 409 sqdn. at Comox. He's taking his car, but has fears of paying more taxes on it than it is worth. Lots of luck and good fortune, Bruce. And say hello to Bill Lothian for me.

I have never before had quite the same feeling of pride as I did last week at the Red River Ex. when I saw the RCAF Precision Drill Team in action. A heartfelt Well Done to its organizers and to all its participants.

**Dads** — George Counter's name was picked at the IGA on Ness as winner of all that beautiful outdoor equipment being given away in a contest last week.

Sgt. Dave Walker, hale and hearty after a rest in Deer Lodge, will be leaving for Cold Lake about Aug., boat and all.

Sand Sandford's new address

will be 4 wing Germany. Can you visualize shy Sandy among some of those impudent frauleins?

One of our Dak jockeys, F/O Isenor, is STILL looking for a cheap, new model, used car.

Joe Casavant is back again after a sojourn at Transient. Welcome back, Joe. To get him, we had to trade off a top crewman cum hockey star, LAC E. F. Whitney.

FS Dearlove is here officially now. Welcome aboard, Flight.

**I & E**—The Dominion Day weekend saw the christening of Ken Tait's new 12 x 15 foot tent at Whiteshell. He claims it will even keep out Manitoba dampness. We hope he enjoys every minute and all aspects of camping out.

**Inner Sanctum**—The new driver has the reins now, boys. Welcome WO Waroway.

So Long, Don Walrod. Hope your trailer serves you well on the highways of the future.

Over Heard at R.R.X. "That's an odd way of fertilizing a baseball diamond!"

# California Report

By "WAG"

Some time ago, when we learned of our transfer to the sunny state of California, it was resolved by all members of our "unit" that when we got there, we'd take every chance to visit the wide variety of interesting attractions, and record our impressions of this quite different world.

Our first venture after arriving here was naturally enough to San Francisco—a city fabled in song and story, and one of the truly "international" seaports of the world.

After a fast, often hair raising drive of 70 minutes on a four to six lane freeway from Sacramento, we found ourselves at the threshold of the city as we plummeted across the Oakland bay bridge, through the Treasure Island tunnel, and down a maze of overpasses, underpasses, cutoffs, and finally one way streets into the heart of the waterfront district.

The first impression one gains of San Francisco when arriving by car from the Oakland side of the bay, is that here is a city of dusty warehouses, teeming with sailors and dock workers, smelling of spices and timber, tar and seaweed, jumbled together in a confusion of noise, activity, and organized disorder.

This impression is accurate too—until one finally reaches California Avenue, and as the car labors up a 60 degree slope past

# NEWS HIGHLIGHTS

## DRUG BAN URGED FOR AIR CREWS

**WINNIPEG**—Drugs must not be used at all by air crews, a panel of experts at the Canadian Medical Association convention here agreed. Even the common headache pill should be banned, as well as drugs that could combat the dangerous condition known as disorientation which has been blamed, said the panel, for 25 per cent of all air crashes. The panel consisted of Wing Commander W. G. Leach, RCAF, Toronto, Dr. Peter Vaughan, Montreal, Dr. Walter Johnson, of Downsview, Ont., and Dr. G. E. Wight, Montreal. The motion of fast, modern jet planes can upset the delicate balancing organ of the inner ear with the result that the pilot becomes disoriented, it was pointed out. He thinks he is flying level when he is in dive, or that he is turning left or right when he isn't.

## AIR A-ROLE IN EUROPE QUESTIONED

**OTTAWA**—In light of recent United States defence policy statements, some doubt has arisen here whether the RCAF Air Division in Europe will assume the nuclear role for which it is being equipped. Officials stressed that no final decision or agreements have been reached on the issue of the supply of American nuclear warheads to Canadian and other NATO forces in Europe. U.S. Gen. Lauris Norstad, Supreme Allied Commander in Europe, proposed this nuclear strike role for the air division and the Canadian Government accepted three years ago. The eight squadrons will get 200 CF-104s while the remaining four will keep their CF-100 night fighters. In a major policy statement at Ann Arbor, Mich., earlier this month, U.S. Defence Secretary Robert McNamara said independent national nuclear forces are "dangerous, expensive, prone to obsolescence and lacking in credibility as a deterrent."

## NEW BRUNSWICK NURSE HEADS RCAF HOSPITAL

**BADEN-SOELLINGEN, Germany**—Flt. Lt. Jessie E. Lawson likes her job as matron of the 50-bed infirmary at the RCAF's No. 4 Fighter Wing here, and the personnel of the station like having Jessie on the job. "I like to be in touch with the patient," she said. The intimate atmosphere of the small hospital affords this opportunity. The infirmary handles minor surgery and obstetrics. More serious cases are sent to the hospital at No. 3 Fighter Wing at Zweibrucken, a three-hour drive, or to the U.S. Hospital at Heidelberg, a one-hour drive.

## RCAF PROMOTION

**OTTAWA**—Group Capt. Sydney G. Cowan, OBE, 51, of Edmonton, has been appointed as chief of materiel at Air Force Headquarters. He now is chief of services at Air Material Command Headquarters, RCAF Rockcliffe. He will replace Air Commodore Morris B. MacKinnon, 56, of Charlottetown, who is retiring. Wing Cmdr. H. A. Foster, of No. 7 Supply Depot, Lancaster Park, Alta., has been transferred to the Directorate of Air Force Movements, with headquarters in Ottawa. Wing Cmdr. Foster has been chief supply officer at No. 7 Supply Depot for the past four years.

## SEEING-EYE PLANE GUIDED RCAF JET TO SAFE LANDING

**WINNIPEG**—A disabled jet fighter unable to land because of radio failure was guided through a cloud bank to the Winnipeg airport by a rescue plane. The aerial operation occurred after an RCAF CF-100 ran into trouble shortly after taking off from Winnipeg. First the radio broke down in the plane piloted by Flt. Lt. Fred Hastings, 30, and then he lost his cabin pressure. Lack of pressure forced the plane down from 33,000 to 18,000 feet, but Hastings was unable to land without radio contact with the ground. Heavy cloud cover made it necessary to be guided in by radio. The T-33, piloted by F/O James Lukan, 25, of Portage la Prairie, Man., led the CF-100 through the cloud cover to a safe visual landing.

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# ANS NUMISMATIC NEWS

By MICHAEL J. KOSTER

Coins of Newfoundland will now be dealt with during July up to the 10th of August, after which this boy will be going on annual vacation toward the land of the pic piscas, he hopes.

Large cents of Newfoundland were first struck in 1865 and made out of bronze. Only ten different dates or years were issued up to 1896 during Queen Victoria's reign showing her on the obverse with inscription VICTORIA D:G REG: The reverse shows the Crown and year in the centre of the coin encircled by a series of tiny dots. A wreath surrounds the circle of dots with ONE CENT placed on top and NEWFOUNDLAND at the bottom almost touching the edge.

The King Edward VII issues started with 1904H, 1907 and ended with 1909 for three years only. The reverse design is the same and the obverse shows portrait and inscription EDWARDUS VII Dei Gratia Rex Imperator.

While King George V ruled for 26 years, Newfoundland large cents were struck in six different years only which are 1913, 1917c, 1919c, 1920c, 1929 and 1936. The "c" mint-mark signifies the Royal Mint at Ottawa did the fine work. Due to the scarcity of all Newfoundland coins they are worth many times more than their face value.

Then in 1938 the first Newfoundland bronze small cent was struck bearing a new reverse design of a plant and a flower, the stem of which separates the year 1938 between the 9 and the 3. NEW FOUNDLAND is now located at the top and ONE CENT at the bottom, this time between the base of the plant leaves and edge of the coin. On the obverse King Georgius VI is shown facing left and wearing the English Crown.

These designs were used for only seven years with 1947c being the last and final year in which all "Newfie" coins were minted, two years prior to her entry into the Dominion of Canada as a new province. See you next Friday!

## ANOTHER AIR UNIT HERE?

SASKATOON—The possibility that another RCAF training unit may be transferred to Saskatoon some time in the next year was raised recently by A/V/M H. M. Carscallen, air officer commanding, RCAF training command. Air Vice Marshal Carscallen performed his annual inspection of RCAF station Saskatoon recently. A limited number of CL-41 aircraft, the new basic jet trainer of the RCAF, will be assigned to the local station. Delivery of the first of these aircraft is not expected before 1963.

## KADET KORNER

By HAMMER

Keen competition was observed last week between the SATS and the Regulars. This action took place in the isobar and was in the form of a chug-a-lug contest with the SATS placing their champion Sandy against the one and only "Big Dutch Scholtz," our 3-second man. The result of the contest was claimed to be a draw, with both sides vowing to clash in combat at a later date. Both contestants were overheard planning a rigorous training program. Excellent sportsmanship was apparent on both sides and we all enjoyed the sing-song that went before the contest.

There is now a new threat to pedestrian traffic on and off Stn. Winnipeg due to the recent transfer of ownership of a 41 Chev powered by a 56 T-Bird motor. We wish you better luck with this one Kurt than you had with your last one.

It is a good thing that F/O McPhail is such a good sport or one member of 6109, now infamously known as 'Sleeping Beauty,' would be pounding up and down on extra drill Saturday morning. We arrived in class to find said cadet deep in the land of nod and being the humanitarians we are we let him snooze. After about five minutes of class our large and jolly instructor aroused our friend from slumber. He raised his head and for about five minutes he didn't know whether it was two o'clock or page four.

We are all glad to see that Barry Woods has recuperated from the mishap he had in his volkeswagen.

Doug Earle tells us that there is quite a lot of truth in the WD's motto "We always get our man." Congratulations Doug on getting got.

## CALIFORNIA REPORT

(Continued from page 6)

cable cars jammed with people, and gasps to a stop with wheels cramped tightly into the curb half-way up the most famous of streets on the "up" side of Nob Hill.

What a view! The majestic sweep of the "Bay" far below—the tightly packed, precariously perched skyscrapers of downtown (or uptown, depending on where you're standing at the time); and as certainly as one may expect to see the sun rise each morning, one may see an aged Chinese patriarch, with equally ancient apparel, shuffling uphill, along with grey flannel "execs," shapely young ladies, and always, always, several dozen excited, camera wielding tourists.

Then downhill again to the fabulous and exotic Chinese section, ablaze with lanterns, neon signs, teeming with color, excitement, fascinating and appealing to the senses and to some hard to explain but powerful urge to become a part of it all. This section of town is doubtless one of the most interesting to those who have never tasted the far eastern atmosphere. With only a little imagination, one could well feel that it was Hong Kong, or perhaps the Ginza, or perhaps a little of both. But always, the action, the color, and the block-long luxury cars are here, a curious mixture of the old and the new possible only in the Golden Gate city.

At the foot of Telegraph Hill, and to the west along the waterfront, the famous but highly commercialized Fisherman's Wharf section flourishes on the tourist and shipping trade as it has for dozens of years. Genuine redwood seedlings, stamped "Made in Japan" can be bought anywhere in this area. Sarongs from the heart of New York's clothing district are equally plentiful. So are restaurants like "DiMaggios" (Joe wasn't there that day), Sabella's Fish Grotto, Tokyo Sukiyaki, and a host of others!

And nearby, as one approaches the Russian Hill region, some of the less mentionable, but interesting places along "The Strip" (well known to all ex-407 Squadron types), blast forth their song and story of hidden, (and not so hidden), delights for those who are so inclined.

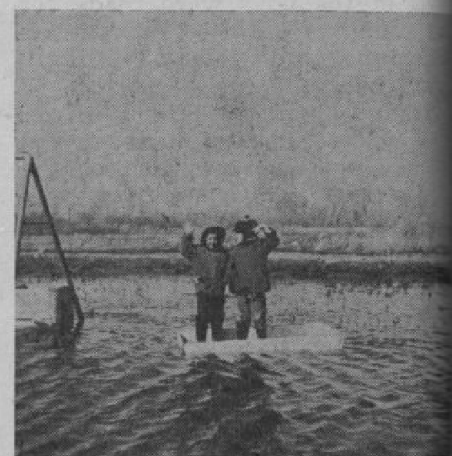
Up the hill again, to the very top, and as the panorama of lights unfolds below, a quiet voice asks what type of refreshment is desired. Absentmindedly something is ordered, but one's eyes stay glued to the scene below as "The Top of the Mark" lives up to its billing as one of the finest places in town!

Outward bound, Golden Gate park, green, lush, and beautiful, ushers the traffic speedily towards the majestic Golden Gate bridge. In the sunset it is easy to see that the term "Golden" is true indeed. Rolling across the bridge, one looks westward, and remembers that just over the horizon lies the South Pacific—land of tragedy for some, land of love and peace for others. One wonders what thoughts the thousands of people who sail outward under the bridge each year have as they look to the west at that vast expanse of water and sunshine.

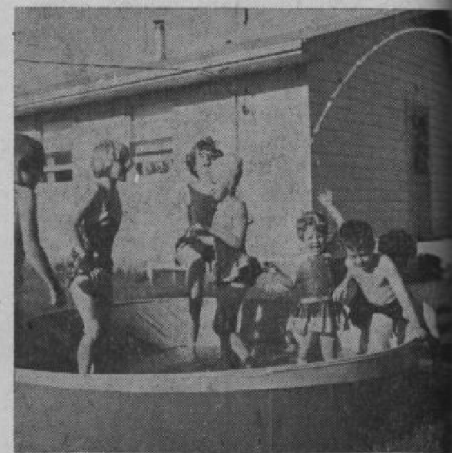
San Francisco—the lady of the Pacific, the hoyden of years gone by. Alive, vibrant, demure, bold, exciting. Once visited, always remembered. We're going back—soon.

## Life On Braintree Cres.

The rapidly changing scene on Braintree Crescent may worry the mothers at times but to the children it is a time for fun and enjoyment.



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# TRAVEL UNLIMITED

By F/L VIC ELDRIDGE

The parting words of the Senior Operations Officer had a familiar ring, "have the aircraft back by the evening of the 7th as it is committed for a flight on the a.m. of the 8th." To complete the airlift commitment this would mean that the crew would have to fly on the average of nine hours a day for seven days! With weather briefings and refuelling this would mean a 12-hour-plus work day.

This very often occurs in arranging for the airlift of cargo by the "ramp-steamer" of the sky, the C119 Boxcar. Although there are scheduled Air Logistics flights to supply our Fighter and Maritime squadrons, most of the flying time is spent on special flights. Like the "ramp-steamer" the Boxcar flies to stations all over North America, airlifting supplies as required. The movement of priority military supplies is shifting from surface to air transportation. Aircraft are transporting everything from radio tubes to bulldozers. When the RCAF requires an Otter aircraft in Egypt or a Helicopter in Resolute Bay, they are simply airlifted by cargo aircraft direct to their destination.

The Charlie 119 or Dollar 19 has been called by some, "thousands of spare parts flying in close formation." However, the "Boxcar" completes a high percentage of all the RCAF cargo requirement.

Shortly after leaving Downsview the crew encountered cumulo nimbus clouds along the flight route. Over the Maritimes it was the same. A touch-landing was made at Fredericton, N.B. The crew were rather surprised to see a large number of people at this normally quiet aerodrome. On inquiring the crew were informed that this was going to be a special "Air Force Day." The time was 1 p.m. and the eager spectators were arriving four hours ahead of the scheduled air display time. Fredericton has one of Canada's largest Army stations and it is interesting to note that the people of the area have always shown great interest and friendliness toward the RCAF.

The weather forecaster at Fredericton was pessimistic, as he promised lots of enroute thunderstorms accompanied by the usual turbulence. In addition there was the very familiar fog over Newfoundland to contend with. However, as this was a priority flight, the crew were determined to finish this portion of the assigned airlift.

After a "bouncy" flight, the aircraft arrived over Torbay and despite the fog and 50 mph wind landed the aircraft down through the murk to a safe landing.

The crew arose at 6 a.m. the next day and had an early breakfast at

the combined mess. Despite the crew's plans for an early take-off, the flight had to be delayed for an hour as no 115/145 fuel was available. A civilian aircraft had arrived the night before and drained the tanks. Finally, at 8 p.m., refuelling was completed and the Boxcar climbed into the rain clouds over Newfoundland, and headed for Nova Scotia.

The crew found the Greenwood aerodrome was "hot and dusty." The Argus aircraft were very impressive in their neat rows beside the Cantilever Hangars. The day was warm and the airmen who were on duty lazily sauntered along the hangar line. The one exception was the AMU NCO who buzzed around his section and out to the aircraft to make sure that everything was satisfactory.

The meal hour was over, but the Orderly Officer managed to arrange that the crew obtained lunch and then once again the C119 roared off and climbed over the sunlit Bay of Fundy. It was just a short hop from Blue Nose land to the soil of the Herring Chokers and the station of Chatham, New Brunswick. This was just a short stop and the crew were pleased to leave the whistle and roar of Station Chatham and head for the nation's Capital.

The letdown at Ottawa was without incident. However, the Radar Approach were apparently practicing, as they directed the aircraft well clear of the Ottawa area. Then began a long run in to the runway in use.

Ottawa seemed to be a lot more active than the other "weekend" stations. The doors of one of the hangars were wide open and there were at least 15 airmen working on the C5. In front of the RCAF Terminal the Jet Liner was being readied for flight. As it was going to be an 18-hour working day, box lunches had been ordered. The passengers were advised not to stray away and a check was made with AMU dispatcher. As the crew walked into the terminal, the dispatcher was overheard to say "yes, two staff crews for Prince Phillip and party." This was the usual scene with dignitaries arriving at Ottawa several times each day.

It was a wonder that the AMU could condescend to look after the the "Boxcar" aircraft. However, despite their many other duties, the Uplands AMU staff have always shown consideration and efficiency in dealing with the C119 crews. The boxlunches were de-

(Continued on page 10)

# FEATURE OF THE WEEK:

## A MATTER OF MINUTES

Time and time again, a matter of minutes has changed the course of history! The United States might have remained an English colony . . . Napoleon might have triumphed at Waterloo . . . the Titanic might have been saved . . . but for the tricks of time.

One minute either way was all that was needed to save the many lives lost in the tragic sinking of the Titanic. The deadly iceberg was sighted at 11:40 P.M. Trying to avoid it, the great ship scraped a long gash in her starboard side—flooding her first five compartments. Had the lookout seen the iceberg one minute sooner, it could have been avoided. One minute later, there would have been no time to turn, the ship would have rammed the iceberg head on, flooded only the first two or three forward compartments—and remained afloat.

Time did not smile favorably on the Emperor Napoleon, either. At the battle of Waterloo, he miscalculated by a matter of a few minutes when Wellington's Prussian relief forces would attack and because of this, lost everything by surrendering too soon.

George Washington's famous victory at Trenton could have been a fatal defeat if the General hadn't decided to attack at the precise time that he did. After learning (from a spy stationed as a butcher in the Hessian camp) that a big celebration was scheduled for Christmas Day, Washington cleverly planned his raid for one hour before dawn of the following morning.

Protected by darkness as they crossed the river, Washington and his men reached the enemy camp just at daybreak, taking the Hessians—most of whom had drunk too much the night before—completely by surprise. The village was captured in only one hour—with no American fatalities.

Interesting facts such as these, showing the drama time plays in the lives of all of us have been brought to light through research done at the Time Research Institute of the Hamilton Watch Company.

For instance, if a train for Baltimore had arrived a few minutes earlier one June afternoon, a man by the name of Champ Clark might very well have been the 28th President of the United States instead of one named Woodrow Wilson. Clark, who had been so far ahead of Wilson that he was already writing his telegram accepting the Democratic nomination, suddenly began losing votes at the convention—after a protest vote against him was made by William Jennings Bryan. Watching the ticker in Washington, Clark decided a personal appearance at the convention would turn the tide back in his favor. He raced to the sta-

tion, jumped the first train out and arrived within 39 minutes—to discover that the convention had just adjourned and he was too late by minutes to make his appearance.

Hawaii would probably never have become the 50th state if all the islands had not been united. Kamehameha, the great warrior king under whose rule this was achieved, owed his unquestioned authority to the fact that a volcano erupted at the precise instant it did.

A war party being led by his most powerful enemy was camped near the crater of Kilauea. Just as it was preparing to leave, the volcano suddenly shot forth a blast of hot gas and a shower of sand, rocks and cinders—killing the main body of the army instantly. Everyone on the island believed that Pele (Goddess of Volcanic Fire) had caused the eruption to indicate that she favored the cause of Kamehameha and from that night on both his reign and the permanent unity of the island remained unquestioned.

Louis XVI, another king whose destiny depended on a matter of minutes, did not fare so well at the hands of time. His tragic flight from Paris during the Revolution was delayed at the start by the queen, who took a wrong turn leaving the Tuilleries and wandered through the city until midnight, keeping the party waiting one hour by the king's watch. Already late, they stopped the next day in the town of Etoges for a picnic that lasted three hours. As a result of all this delay, the King and Marie Antoinette were overtaken, captured and later executed.

Another royal matter in which time played an impressive part occurred in ancient Mesopotamia. Each New Year's Day, a substitute king was crowned as part of a festival reflecting man's dependence on Nature. The mock king, after reigning a few hours over singing, dancing and athletic contests, was put to death to appease the gods.

(Continued on page 10)

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1958 Meteor Rideau Sedan, black, 6 cylinder automatic, premium car. 21,500 miles, one owner, can be seen at 6 Bourkewood Place, St. James. Cpl. Lee, Local 586.

Women's new black open toed pumps size 8AA. Cost \$7.00, sell for \$2.00. Women's short grey jacket, size 14, like new, \$1.00. Child's car coat, size 6X, \$1.00. Plastic overshoes, size 13, 50¢. Rubber boots, size 2, 50¢. Good white figure skates, size 2, \$4.00. Men's good brown suit, size 36 short, \$2.00. Call TU 8-1835.

Car Top Carrier with 4x4 plywood box, solid construction rubber insulated mounts for standard car, \$11.00 (will hold complete camping kit). 388 Sharpe. Call VE 2-0136.

1960 Volkswagen Camper c/w side tent, ice box, extra gas heater, 25 gallon water tank with electric pump, clothes closet with full length mirror, wash stand, cooking table plus ample cupboards for clothes, dishes, foods, etc. Sleeps four comfortably. A1 condition. 2,800 original miles. New motor with only 500 miles. Must be seen to be appreciated. Phone VE 2-2858.

1 Chesterfield and 2 chairs, 1 step table, 1 23" TV set, 1 Set of Bunk Beds, 1 Bedroom suite, 1 Washing machine. Call VE 7-2192 anytime after 4 p.m.

Large 2-wheel Trailer (4' 6" x 8' 6"). H.D. hitch, O.L. springs, Spare wheel. \$85. G. Harrop, JU 2-5404.

1955 Chev. 4-door sedan, standard transmission, excellent condition — \$700.00. Owner transferred. Phone HU 9-4197.

Cottage style Tent 9' x 12'; 2 safari cots included. Full price \$35.00. F/L Meindl 661.

14 ft. aluminum trailer, sleeps four. Has cupboards, sink and is wired. For \$475.00 available 1st Aug. '62. Also one Stella guitar, never used, regular price \$33.00, will sell for \$20.00. R. Sharp, VE 2-5764 (L501).

Well appointed 2 storey home in Silver Heights, 3 or 4 bedrooms, 22" living room. Modern kitchen with plenty of cupboards. Playroom, laundry and workshop in basement. Self storing aluminum windows, heavy duty wiring, oil furnace, lots of storage space. Garage and side drive. Taxes under \$200.00. Price \$12,500. To view call TU 8-7227.

Ladies' Bicycle. Phone VE 2-6658.

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Girl's Junior Size Bicycle. Phone VE 2-6658.

**FOR RENT**

Holiday Trailer, 12', fully equipped (wired, propane, ice-box, sink). Sleeps 4. F/O Archibald, Local 278 or SP 4-2692.

Holiday Trailer 15' Mercury, fully equipped. Sleeps 5. Available 15 July - 31 Aug. Local 375 or VE 2-0023.

3 BR Bungalow—2 years old—Less than 10 mins. from station. Close to schools, medical and shopping facilities. U-shaped kitchen, garborator, fans in kitchen and bathroom, full basement. \$125 per month. Contact S/L Stroud — VE 2-0128.

**MISCELLANY**

Register your child now for Kindergarten. Few openings left. VE 2-5374.

**VOXAIR VIXEN** →

**TRAVEL UNLIMITED**

(Continued from page 9)  
 livered to the aircraft and the re-fuelling completed.

A good rainstorm washed the dust off the aircraft as the take-off was made. Radar. Control took over and directed the aircraft over to the airway enroute to North Bay and Lakehead.

(To Be Concluded)

**A MATTER OF MINUTES**

(Continued from page 9)  
 One year, however, this custom backfired when—minutes after the substitute king was chosen—the real king suddenly died! Because of hts extraordinarily timed event Enlil-Bani, a gardner, was not hung but instead stayed on the throne to rule for the rest of his life. Records show, incidentally, that he did a very capable job of it, too.

During World War I General Pershing is said to have borrowed a Hamilton wrist watch from one of his officers and depended on it to time and coordinate all AEF troop movements. Hamilton's contribution of the first electric watch five years ago and their latest "505" movement has helped in our struggle to perfection in timekeeping. The recent orbiting of John Glenn is a good example of how important time is today in the Space Age.

In the case of Glenn, his take-off was calculated down to the last second. Had it been delayed even a few minutes longer than it was, he would not have been able to attempt three orbits—since a minimum of four hours of daylight was required to retrieve the capsule after it landed.

Anyone who heard that dramatic countdown is doubly aware of the effect time—and accurate timing—will have in shaping the future of the world.



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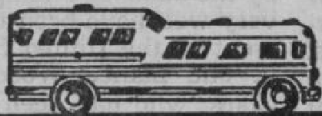


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