

VOXAIR

AN AIRFORCE NEWSPAPER



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Vol. 11, No. 28.

WINNIPEG, MANITOBA

July 13, 1962

6103 WIN WINGS

By HANNAH



Flanked on the left by S/L J. P. McDonald and on the right by the Reviewing Officer, G/C F. Mitchell are the graduates of 6103. From left; F/O J. R. Popplov, F/ D. E. Blair, F/O D. F. Sponchia, F/O W. F. Sponchia, F/O G. D. Meldrum, F/O R. B. Stevenson, F/O B. W. Conn, F/O K. J. Conner and F/O L. K. Stewart.

Inescapably conscious of the sluggish heat and oppressive humidity, yet ever mindful of the task at hand one of the smallest graduating classes of the year set the keynote and were ably backed by the Color Party and Support Squadron in performing one of the smartest and most colorful of the traditional course graduation parades seen in recent times.

The ceremonies held at Station Winnipeg last Friday evening, July 13, were in honor of the nine graduating members of ANS course 6103 who for the past year have been undergoing intensive ground and air training in the complex field of aircrew electronics. Eight of the graduates were awarded their wings, while one other member was presented with a diploma in recognition of achieving "wings" standard in his second aircrew specialty.

A fanfare signalled the arrival of the Reviewing Officer, Group Captain J. M. Mitchell, DFC, AFC, C, Commanding Officer, RCAF Station Winnipeg; and the presentation ceremonies were officially underway.

In the proud presence of the many assembled parents, guests and staff officers, the graduates under direction of the Parade Commander, F/C D. E. Blair, advanced with precision and purpose to the Reviewing Officer and the long awaited moment of wings award. Group Captain Mitchell made presentations and gave personal words of congratulation to each of the graduates.

The Honor Plaque, symbolic of the highest achievement in all phases of training, was presented by F/O D. E. Blair.

In his address, the Padre, F/L

P. G. Funicane, observed that much of the effort which has culminated, for these young men, in the evening's attainment of wings, is self-oriented. Self-discipline, self-study and self-application, to name a few, are factors without which success is all but beyond reach. In such an atmosphere, he continued, wherein the self vs. military relationship is often heightened as it brings greater attainment, it is difficult not to equate success with self alone. While the Padre avowed the importance of self in any attainment he cautioned against the ego preoccupation which excludes from mind the high importance of God and one's fellow man in all effort.

The Reviewing Officer, G/C J. F. Mitchell, has seen many young men win their aircrew wings here at Stn. Winnipeg since his arrival four years ago; but this graduation held particular significance for him since it was the last he will have an opportunity to attend as Station Commander before leaving for the National Defence College.

G/C Mitchell expressed his congratulations to the new officers, and noted the year of hard work that had fashioned this prominent milestone in their careers. He also expressed conviction that the graduates would recognize their responsibilities to the RCAF and go forward with renewed dedication to the tasks that lay ahead.

As G/C Mitchell put it, "There has been much work behind you, but tonight belongs to you—therefore enjoy the graduation parade and festivities tonight, for much greater work lies ahead."

As the Presentation ceremonies

(Continued on page 3)

S/L J. J. Cooper Transferred

Progress and policy are by necessity a normal part of the life of Air Force personnel. So it is not therefore unnatural that we at CNS should return the valuable services of Squadron Leader J. J. Cooper to the Royal Air Force. We may lose his services to the RAF, but we will always retain the warmth and friendship of this officer who has been a strong asset to CNS for his contributions to navigation.

S/L Cooper, often referred to as "Ginger," is a native of Burslem, England. Being a graduate of the British Commonwealth Air Training Plan, 1943, he was a second-time welcome resident in Canada



while at CNS; a welcome which we hope he will enjoy many times in the years to come. During the Second World War in 1944, while flying with the 151st Night Fighter Squadron, in the famous Mosquito aircraft, S/L Cooper was "Mentioned in Dispatches." His RAF career is underscored by many courses—the RAF Staff Navigator Course, the RAF Specialist Navigation Course, the Night Fighter Leader's Course and the Royal Air Force Staff College. With such a background as this, his success as the Specialist Navigation Course Director at CNS is another highlight in his long career.

He will "graduate" with the present SpecN Course on July 13, 1962 to more success when he returns to duties with the Royal Air

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S/L A. C. Maskell Passes



On Thursday the 5th of July the ANS staff along with the rest of Station Winnipeg paid their last respects to an old comrade and friend, Squadron Leader Alfred Charles Maskell.

During 1945 S/L Maskell was the Station Aircraft Engineering Officer at RCAF Stn. Winnipeg. Despite the severe shortage of staff, S/L Maskell worked day and night to keep the Dakota aircraft of 426 Squadron and the Canso, Ventura, Hudson, and Dakota aircraft of the Comm and Rescue Flight serviceable. Then came the "Reversion Day" of October 1946 and "Alf" Maskell elected to remain in the service as an NCO. It was only his strong devotion to duty which enabled him to doff his Officer's uniform and the next day carry on with the same fire and dynamic energy in the role of NCO in charge of Maintenance. This devotion to duty was recognized as he made the long climb once again to Senior Officer status. His untimely death is a sad loss to his immediate family and to all of us who have known him throughout the years.

Funeral service with full military honors were held at 2:00 p.m. Thursday from the Protestant Chapel, RCAF Station Winnipeg, with Rev. F. P. DeLong assisted by Rev. Gordon Gardiner, officiating. The body was forwarded to Trenton for interment in St. George's Anglican Cemetery.

Born in Hamilton, Ontario, S/L Maskell was educated in the Earl

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by LANDSCAPE

The Summer looks out from her brazen tower,
Through the flashing bars of July.

—FRANCIS THOMPSON

July is a hot and frequently dry month over practically all of North America—the month to watch for signs of drought and how to take steps to guard against it. Everywhere drought is apt to occur, and attention to the matter of supplying water in adequate amounts, is of paramount importance. Soak the ground deeply when you do water, then give no more for several days—until the plants approach the stage where they wilt if water is not given.

Spring-planted evergreens are particularly likely to suffer if they are permitted to get dry, and this is true, too, but to a lesser degree, of spring-planted deciduous trees and shrubs. Special care is to be afforded these plants until sufficient root growth is established.

Lawns should not be fed during this season for such treatment is likely to encourage the growth of weeds rather than grass growth, but in dry weather they should be watered regularly to keep them green. For the flowers that bloom, there is not a great deal that we can do. We should, however, keep the faded blossoms picked from plants such as the Snapdragon, Phlox, Delphinium, Petunia, etc., for this enhances beauty and promotes the growth of more blooms. Shallow cultivation should be continued in these areas, especially where the practice of mulching is not carried out.

Lawns will not need to be mowed as closely now as in the early summer. It is better, during very hot weather, to mow at a height of two inches rather than cut the grass shorter. This hinders the growth of Crab grass and at the same time, provides some protection from the heat to the grass roots.

If you plan to make a new lawn this fall, it is not too early to begin getting the ground into condition. Around new homes the soil should be graded and loosened to a depth of eight inches or more. If necessary, good topsoil should be brought in. A crop of Buckwheat sown over the area in the early part of July will be ready for turning under in five to six weeks and will improve the soil greatly through the addition of humus. If the area has been infested with Crab Grass, it is a good plan to work it to the finish grade and then keep it clean of all vegetation until the lawn grass is sown in September. By repeated shallow surface cultivation during August and early September, weeds

that germinate will be destroyed and a nearly weed-free seedbed will be ready for sowing with lawn grass seed.

COUNCIL COMMENTS

Now that school is out and the children are home all day the facilities set up for their recreation will be taxed to the limit. The council has decided this year that due to the high cost of setting up and operating a playground program, the council, could not with the funds available, carry out such an undertaking. It was estimated that a worthwhile project would have cost council a sum in excess of 2,000 dollars. This is lowest cost any program that would be any benefit to the children other than hiring Playground Supervisors (baby sitters) and not providing any facilities for them to instruct the children in games, coloring, drawing, etc.

As you will have noted the council approved the sum of 500 dollars to help cover the cost of operating the swimming pool during the summer months. This is in the form of recreation where the whole family can participate. The station has set up a swimming program

(Continued on page 3)

EDITORIAL CORNER

Time For Courtesy

Sometimes it is difficult not to get the feeling that humanity in general is not quite as polite and courteous as it was, say about the turn of the century or even twenty years ago. Discourtesy, indifference to others and a weird dollars and cents set of values seem to be all part and parcel of our twentieth century. We aren't suggesting that we're anything but part of it either, but now and again one gets a glimpse of some individual who chooses to live by the rules of the old school and it makes us all sit up and take notice and perhaps assess and revise our own habits.

True courtesy, and genuine hospitality shouldn't, perhaps, be surprising discoveries, and yet there can be no doubt that because our organization has grown so rapidly it has all been too easy perhaps to assume that impersonal attitude. All too often somebody just misses a ride, waits a little longer for a service, or works a little harder on a project because of someone else's indifference.

It wouldn't be a bad idea if we all got into the habit of treating transient personnel on our station as our guests, and the visitors to our sections as our customers. The fact that many sections which provide services to all have no competition tends to develop anything but a healthy "dealer-customer" relationship.

Let's pause and think of the conditions in your section.

Would your "customers" deal elsewhere if they could?

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By F/L Vic

The OC ANS W/... and family are... at Snow L... bear that the fi... incident.

So far this summer... Canada's East... very cool. The rep... outside is that to... one week of... report from C... the same. As the he... has been turne... thin blood ha... overcoats at r... Winnipeg have be... than our East...

Remember when... Entrance Ex... a real hurd... tenants! As a... BCAF station... officers wrote the... this group we... graduates. Eight of... Squadron Le... Lieutenant... passed the... year the... tried again... an Ace in th... the servic... senior offic... college staff. A... program wa... personnel wrote... with a grea... Only three... passed! The ca... a more re... and as a re... of the p... their success will... a great encou...

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July 13, 1962



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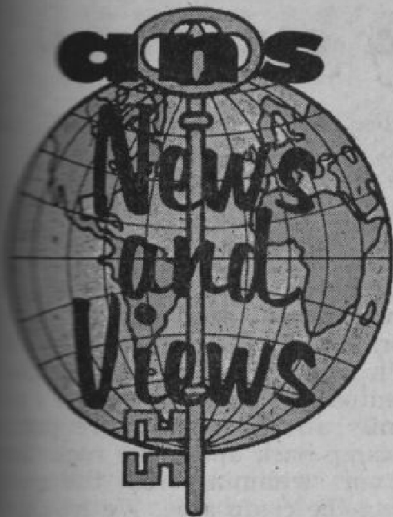
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By F/L Vic ELDRIDGE

The OC ANS W/C R. C. M. Bay-
and family are at present vaca-
tioning at Snow Lake, Manitoba.
We hear that the fishing has been
excellent.

* * *

So far this summer the weather
in Canada's East Coast has been
very cool. The report from Sum-
merside is that to date they have
had one week of good weather.
The report from Chatham, N.B. is
the same. As the heat in the build-
ings has been turned off, the boys
with thin blood have had to wear
their overcoats at night! So, we in
Winnipeg have been more fortun-
ate than our East Coast comrades.

* * *

Remember when the Staff Col-
lege Entrance Exams were con-
sidered a real hurdle for the Flight
Lieutenants! As an example, on
the RCAF station twenty-seven
officers wrote the exam. Included
in this group were ten college
graduates. Eight of the candidates
were Squadron Leaders. Only one
Flight Lieutenant of the twenty-
seven passed the exam. The fol-
lowing year the personnel con-
sidered tried again. This time they
had an Ace in their hand. They
obtained the services of a recently
retired senior officer of the Staff
College staff. A well organized
study program was arranged. The
personnel wrote their exams this
time with a great deal more con-
fidence. Only three out of twenty-
seven passed! The candidates in 1961
found a more reasonable set of
exams and as a result a high per-
centage of the personnel passed.
Their success will in all probability
be a great encouragement to all

Flight Lieutenants under the age
of forty to try the exams this year.

* * *

Welcome aboard to the person-
nel who joined our staff this past
week, F/L C. G. Dennis, F/L K.
C. Hester and F/L C. M. Cridland.

* * *

A rather interesting notice ap-
peared in the 8th July DRO's.
Quote: "Dependents 8 years to 18
years will be eligible for classes.
Children wishing to join these
classes are asked to attend a meet-
ing in the Stn. Pool (without suits)
at the following times," etc. Un-
quote. The experienced traveller
knows that in Japan unclad mixed
bathing is a common practice.
However, we know the recreation
centre did not mean it quite that
way.

GYMNASTICS DISPLAY

As part of Air Force Day this
year the Rec Centre is planning
to sponsor a gymnastics display.
Included in the display will be
calisthenics, tumbling, box horse
and trampoline. From a brief sur-
vey of station and PMQ personnel
it is obvious that sufficient talent
or potential talent exists to put on
an impressive show.

The two most essential parts of
a display of this nature are one,
a well qualified determined or-
ganizer and two, enthusiastic par-
ticipation. The organizing and in-
structing is in the very capable
hands of Sgt. Gustafson on staff
at the Rec Centre—local 511. To
complete the team and make this
year's display a worthy fore-
runner for coming years, everyone
interested in becoming a part of
the display please fill out one of
the forms presently on distribu-
tion.

It is planned to start the train-
ing program within the coming
week, utilizing the Rec Centre
facilities two or three evenings a
week. With Air Force Day on 15
Sep. it is a must to have full scale
training begin as soon as possible.

S/L J. J. COOPER

(Continued from page 1)

Force in England. We know you
are returning home with much an-
ticipation, but always remember
your Canadian home, as it will re-
call you and your charming wife,
Joan Cooper. Whatever role you
carry out with the Royal Air Force,
it is evident that it will be as out-
standing as past accomplishments.
Squadron Leader and Mrs. J. J.
Cooper, we at CNS salute you with
all the warmth that a tribute of
words may bestow. Good Luck and
God Speed on your homeward
journey.

S/L A. C. MASKELL

(Continued from page 1)

Kitchener School and the Westdale
Collegiate. In 1936 he served in the
RCAF Reserve and in 1937 enlisted
with the RCAF Permanent Force
at Camp Borden, Ont. In his twenty-
five years' service he was posted to
various stations across Canada
and overseas during World War II.
For the past three years he served
as Senior Aeronautical Engineer-
ing Officer at RCAF Station Winni-
peg.

AIR FORCE



COURAGE, FISHING AND WOMEN

By HOPP

Courage can be shown in a number of ways—two that come quickly
to mind are going into outer space and taking your wife fishing.

Fishermen on the average are a conscientious group and feel very
guilty when they stalk off for a weekend of fishing with the boys. On
occasion therefore they feel obligated to ask the wife to come along for
a day on the water although secretly they hope she'll be a sport about
it and refuse. Several days prior to the invitation the husband drops a
number of hints to encourage her—fish haven't been biting too well
lately, seats in the boat feel like stone after a while, family friend fell
out of the boat and almost drowned the other day, etc., etc. If this pre-
planning should fail and the wife consents to go along then hope for
the best!

Women have certain mechanical
skills but casting out a line is cer-
tainly not one of them. When they
wind up they need all the room
they can get and must be the cen-
tre of all attention. If they aren't
then you won't have enough time
to duck as the many pronged lure
goes flying by. With any luck it
will only take your hat off or bury
itself in your jacket. Then the sud-
den stoppage backlashes the reel
and it is only after an hour of pick-
ing and pulling that the casting
operation can again be attempted.

Trolling would appear to be an
easier way for the wife to fish but
this presents problems as well. The
first few times she'll let out line so
fast that when the slack is taken
up she's hung up solidly on the
bottom. After this you'll putter
along for a long period of time
with everything going smoothly.
So smoothly in fact that you get
suspicious and sure enough looking
back you see the wife's lure only
ten feet behind the boat! Well at
least you don't have to turn around
and try to get the hook off another
rock or dead tree. When the wife
finally solves the line problem
don't be surprised to have a mass
of weeds suddenly dangled in front
of your face. "Take the weeds off
my hook please dear." After re-
peating this procedure a few dozen
times you are ready to tell her to
take her own X!?!X.. darn weeds
off.

The real coward will take his
wife still fishing only. Of all fish-
ing methods this is by far the sim-

plest and even a woman can master
it. Of course you have to bait the
hook as she wouldn't think of
touching the "hideous looking"
worm or that "slimy, wiggly" min-
now. And who takes every fish off
the hook? Your wife will let it
swim around until it gets off by
itself before she'll do it.

Between backlashes, getting un-
snagged, taking off weeds, baiting
hooks and a number of other chores
for your spouse, you'll find time to
fish yourself—but not much! A
number of possibilities have yet to
be mentioned such as the wife ac-
cidentally dropping her "Flatfish"
in the landing net and getting the
line caught in the motor but we'll
leave the joys (?) of these to be
discovered on your own.

Despite the handicaps, taking
your wife fishing is highly recom-
mended. Not only will it be a true
test of self restraint and give you
something to talk about all next
winter, but she'll be just lucky
enough to catch all the fish!

WINGS

(Continued from page 1)

drew to a close the retiring Cadet
Officer Commanding gave over
command to the new COC, F/C
D. S. Nimmo, who terminated the
parade with the traditional "Ad-
vance in Review Order" and "Gen-
eral Salute."

A reception held in the Officers'
Mess to welcome the graduates was
followed by the traditional Gradu-
ation Dance in the Aircrew Train-
ees' Mess.

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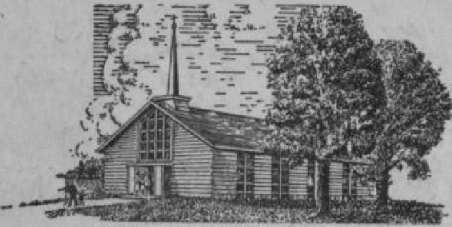
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Chapel News

ROMAN CATHOLIC CHAPEL NEWS

Rev. T. Finucane, (F/L) supplying for Rev. J. A. Frederickson (S/L) during his absence on leave.

MASSES

Sunday—0900 and 1100 hours.
Monday to Friday—1630 hours.

CONFESSIONS

Before Masses on Sundays — other times by appointment.

Note: During 1100 hours Mass, young children of parents who attend this Mass, will be cared for by nursing service in the Chaplain's quarters.

PROTESTANT CHAPEL NEWS

SUNDAY, 15th July

0900 hrs.—Holy Communion—Anglican—Unconfirmed Children are invited to come to the Altar Rail with their parents at the time of communion to receive a blessing. Milk, coffee, donuts will be served in the Chapel Annex for those wishing to remain after Communion at 0930 hours. All are welcome.

1100 hrs.—Divine Service.

1100 hrs.—Nursery in the Chapel Annex.

WELCOME

TO F/C ROBERT JONES

F/C Bob Jones, a student Chaplain, has been appointed to work with our Chaplains for the Summer months. A native of London, Ontario, Mr. Jones obtained his B.A. from Huron College this May and will continue his theological studies this September at Trinity College in Toronto. This month will see him supervising the vacation schools. We welcome Mr. Jones to our congregation and hope he will enjoy his stay with us.

JANSEN BROTHERS

WHOLESALE

FRUITS & VEGETABLES

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ANNUAL LEAVE

Padre Ross will return from annual leave 1st August.

VACATION BIBLE SCHOOL

Again this summer the Vacation Bible School will be held in the Protestant Chapel during the last two weeks of July. The week of the 16th to the 20th will be for the 7 and 8 year olds; and the week of the 23rd to the 27th for the 5 and 6 year olds. We have an excellent staff lined up for both weeks, and we are sure that the children will have a very interesting and educational time at the school. Classes will be held each morning from 0930 to 1130 hours in the Chapel Annex. We hope to have a big turnout, so join us for the Vacation Bible School.

SENTENCE SERMONS

"Seven days away from Church makes one weak."

"If your knees shake, kneel on them."

"WHAT'S COOKIN"

By Mess

After a few, well-meaning digs from the Editor, such as, "You must have a very dull section — no news," we're finally making our debut.

The Food Services section bade farewell to FS V. E. Sanderson, who was recently transferred to Stn. Moose Jaw, where he will assume the duty of Food Services Officer. The staff held a "Farewell Sandy" party, and everyone seemed to enjoy themselves immensely—didn't they Al?

The Combined Mess staff welcomes Sgt. Tom Burns as NCO i/c. He is very capable and may be seen cooking in the kitchen with the boys.

Congratulations to F/O Yvette Bustin, Food Services Officer, who recently received her commission.

May we explain the stars you see in LAC Wally Kolmar's eyes. He's getting married 14 July. Our very best wishes to him and his bride-to-be.

Our wishes for a speedy recovery are extended to Sgt. Harvey Brown, who is convalescing in Deer Lodge Hospital.

Well, that's all for now—and we'll see you next week?

DEPENDENT YOUTH GYMNASTICS

Dependent Youth Gymnastics

It is planned to hold a gymnastic display on Air Force Day, 15 September 1962.

All those having registered for the dependent youth program and who wish to take part in the display are requested to attend evening classes from 1900 to 2000 hours Monday and Wednesday of each week in addition to the regular Sunday classes.

It is hoped that the parents of these young gymnasts will encourage participation in the Air Force

(Continued on page 8)

The Distaff Side

Having written briefly last week about campsites in Northwestern Ontario and found a few eager readers, we feel it wise to elaborate a little. Having visited most of the camping areas in that district just beyond Kenora, we feel we have a little information to pass along about it.

Kenora itself has numerous commercial camping areas for those who prefer cottages to tents and provincial campsites, and it is a lovely town, if you like this rugged picturesque type of place, and we do indeed. We have often wondered how the townfolk manage those steep hills with the stop-lights at the top in the dead of the northern winters! We suspect there are few residents with run-down cars in Kenora (few live ones, at least).

However, to consider the camping areas beyond Kenora, there is the new one at Bergland, which we mentioned last week, and then Rushing River, Sioux Narrows, Nestor Falls, and last but not least, Blue Lake, which is becoming more and more popular each year with Winnepeggars.

Blue Lake is 66 miles east of Kenora on Highway 17. The camp itself is another six miles off the highway from Vermilion Bay and is a beautiful spot for family camping. The beach is excellent, with lovely clear water, a good sandy bottom and a shallow roped-off area for the little ones. There is a large picnic pavilion near the water with fireplaces and tables in case of rain and the campsites are situated throughout the large wooded area with good spaces between campsites to provide privacy for the camper. There is a grocery store a short walk beyond the camp and many breathtaking views within short driving distance of the little side roads throughout the area. There is a laundromat at Vermilion Bay, six miles from camp. We feel that Blue Lake is the answer to anyone's camping ideas because it provides something for everyone, but we do not continue to camp here regularly because we like to find new places and see new country each year.

Rushing River is another favourite camp spot but for very different reasons. This campsite is particularly scenic and has en-

larged considerably in the two years. The trees in this area are mostly white birch and maple and we feel there isn't another place can touch this one for beauty in late summer when the leaves are turning. There is a sandy beach here but they are working on an extension which will give the place two beaches eventually. However, since the family all swims well, we prefer to camp back up on the rocks along the camp area. We would advise this for poor swimmers however, since the water is quite deep along the rocks. Drinking water has been piped all through the enlarged camp area now added convenience and there is a large modern restroom in the centre of the camp. There is a natural trail for hikers along the river opposite the camp with identify tags on trees and shrubs along the trail. Rushing River is 17 miles from Kenora on highway 70 towards International Falls.

Sioux Narrows is just 35 miles south of Rushing River on the same highway and is a great spot for the fisherman. While the campsite is still under construction and needs work to improve the camper's comfort, it still has many things which appeal to us, but we believe the main reason we returned to this spot for another camping season was the unusual friendly atmosphere in the camp. This place seems to have an atmosphere all its own, and we find it quite intriguing. The camp here are mostly ardent fishermen or Americans on their way through to other places. The fishing is fabulous in this district but a boat is a necessary commodity for real good fishing. The country here is beautiful and there are many places for hikes through the woods that appeal to the youngsters. We found the camping areas were little too close for any real privacy and many were slanted so that a person kept sliding off the air mattress all night long, and strangely, we were all anxious to return to this place, and will do so again. We are sure that this will eventually be a very good campsite. Incidentally, the town is only three miles from camp, for groceries

(Continued on page 8)



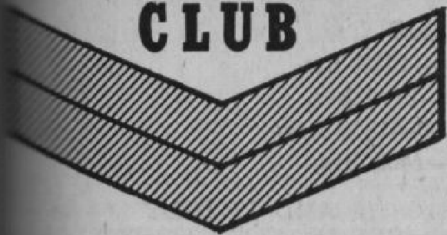
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CORPORAL'S CLUB



de

considerably in the past. The trees in this area are white birch and pine. There isn't another place like this one for pure relaxation in the summer when the sun is shining. There is a small stream here but they are not in an extension which is the place two beaches are. However, since our camp swims well, we prefer to sit on the rocks and sunbathe from the rock camp area. We wouldn't mind for poor swimmers since the water is quite shallow over the rocks. Drinking water has been piped all through the camp area now for convenience and there is a modern restroom in the center of the camp. There is a natural stream along the river opposite the camp with identifying plants and shrubs along the bank. The river is 17 miles from the highway 70 toward Sioux Falls.

As of the 1st of July 62 the Cpl's Club came under new management, with Dick Winchester taking over as P.M.C. and John Konopetski as vice; two very capable and efficient "executive types." As well they should be if they intend to fill the shoes of our past P.M.C. They have a tough job ahead.

You might well say that their job will be an easy one because most of the renovations are completed and the club is in good shape in more ways than one. The trend has been set; many projects have been carried out to a very successful conclusion but there are still many projects to be completed and many to be initiated. This then meets with the new executive.

The other P.M. while, enjoying a cool pint, I had a wee chat with Dick Winchester. Here, I thought myself, is yet another dedicated P.M.C. This guy has some very interesting pet projects in mind for the betterment of your club. When all these are completed you will have, without a doubt, a club second to none on this unit or perhaps any unit.

In the past two years the club has gone ahead in leaps and bounds; the transformation from a ramshackle hole in the ground to its present beautiful state is the result of the excellent leadership of our diligent ex-P.M.C.s, a lot of imagination on the part of a lot of people and above all the tremendous number of hours put in by our volunteer "labour force," and there is still more to come. The executive committee and general meetings to get ideas and proposals passed; more hours spent determining the most feasible and economical means of getting the job done; possibly more interviews with the C.O. or the CAAdO to convince them that what is being done is for the betterment of the club; more scrounging; and once again many more hours of "blood, sweat and tears" for the very talented carpenters, painters and designers of the Cpl's club. Yes, it is a big job, a thankless one at times but rewarding for those that participate for they can sit back and feel very proud of a job "well done."

Have you noticed that since the club has been renovated, the attendance on Saturday and Sunday nights has increased? Due mainly, I am sure, to the wonderful atmosphere and congenial surroundings and a wealth of impromptu (and so impromptu) entertainment which happens to pop in from everywhere. It's getting so that you can almost expect it any weekend. Let's hope it keeps up. The more people we get to the club, the better the profits, the better the club. So you see it's all very simple; it takes all of us to make our club the most enjoyable, the most entertaining, and the most progressive club at R.C.A.F. Stn. Winnipeg.

AU REVOIR 438 AND 401 SQNS.

On Tuesday 3rd of July at 17:00 hours a few of the boys gathered at the club to officially welcome our friends from Numbers 438 and 401 Sqns. (RES) from Montreal. Unfortunately there weren't too many local members present but I rather suspect that not too many of you knew about it. All those present appeared to enjoy the lunch and refreshments laid on by the hosts.

The Games Room was a very popular spot with the visitors and many favourable comments were heard. For example, overheard at the bar, "this is the eighth summer camp I've been at and this is by far the smartest and friendliest club we've hit yet." It's nice to hear such comments. All you volunteer

(Continued on page 12)

THE DISTAFF SIDE

(Continued from page 4)

shopping or souvenirs, and there is a laundromat in town.

Nestor Falls is another 40 miles south of Sioux Narrows and is becoming a popular and well equipped campsite. There is a fair beach here which is rapidly being improved and will soon be excellent for swimming enthusiasts. There is a large, attractive picnic area here on the beach which is beautifully kept and the camping areas are expanding and improving each year. The camping area is heavily wooded, and very attractive and the fishing very good here. There is also a large modern restroom at this camp, which is quite appealing to reluctant lady campers. The town is two miles from camp and

there is a laundromat in town.

If you feel inclined to look into any of these campsites this summer, we feel sure you won't be disappointed with any of them. Of course we realize that your likes and dislikes are guided by individual preference.

Incidentally, in Ontario a season pass to the provincial parks is \$3 with an added fee of \$1 per day for your camp area. This provides each group with a camp area, a picnic table or two, a garbage can (which is emptied by park attendants each morning), an open fireplace with all the wood you care to use provided free, and full use of all facilities available at each particular camp. Happy camping, folks, and please be mindful of the speed limits on the highways to keep it a happy holiday.



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FRANK BINKUS

TALKING SPORTS

REC BRILL



SOCCKER CLUB HOT

The Station Soccer team vaulted into first place in the Greater Winnipeg Senior Soccer League by coping three big victories in their last three outings to run their skein to a brilliant 9-1 won lost record.

First spot was gained by the locals in the opener of these three contests as Peter Thorpe's fine goal tending abilities became the main factor in a 1-0 shutout over the then front running Flying Dutchmen.

The play in this match was very even in spite of loose refereeing which was responsible for some scrappy play and occasional flaring tempers. However, cooler heads prevailed and any potential serious trouble was avoided.

Red Winterbottom, continuing his scoring surge, kicked in the only goal of the game late in the second half to provide the margin of victory for his mates.

OK WITH O'KEEFE

The Silpit Flyers supplied the opposition in the second encounter and, although being the most sportsmanlike club the RCAF have encountered to date, were stymied by a solid Air Force defence and Peter Thorpe as he racked up his second consecutive whitewash in a 7-0 win.

Frank O'Keefe had the most productive day as he kicked in 4 goals for the locals with David Hamel and Jock MacDonald responding with one marker each.

Silpit's right fullback put the sphere into his own net to account for the Airmen's seventh and final goal.

Referee Dick Thompson of RCAF Station Portage was drawn as official for the first time in the schedule for the locals and provided the best refereeing witnessed to date. He kept very good control of the game which was noted as a welcome difference. Although sometimes accused of being "whistle-happy," he backed up his decisions

with the result that the players are in the hope that he referees more of the local games.

CATTONITES WIN AGAIN

The Flying Dutchmen, out to avenge their 1-0 loss of the previous week, played hard from opening to final whistle to provide local fans with one of the better contests played to date in this league.

Referee Thompson, who commutes regularly from Portage, was again assigned as official and responded with another well controlled game.

After fine playing on the part of both clubs, the Dutchmen took a 1-0 lead as the result of a goal scored from a corner kick, which goes to prove that a single opponent left unguarded in the vicinity of the uprights usually is a dangerous lapse. Some 10 minutes later the count was tied up on some fine offensive turned in by Dave Hamel and Tommy Reid with Reid booting in the equalizer.

The second half produced more good soccer for the 75 or so fans present as the Dutchmen once again commanded a one-goal lead, this time from a penalty shot.

With 15 minutes remaining, Reid sent a long pass to MacDonald, and Jock (breaking in his brand new shiny boots quite nicely) beat the goalie with a low hard drive as once more the score became evened up.

With time running out, all efforts were finalized with Dave Hamel and Frank O'Keefe threatening near the opposing nets when eventually the enemy fullback stopped the drive, and in an attempt to clear, put the ball into his own net. This, consequently, handed the RCAF a hard 3-2 victory. O'Keefe, being the nearest player, was credited with the goal.

Scottie Catton's charges are, as of this date, riding high and at my last sight of Scottie strolling down the avenue in front of Station Headquarters, I can recall that his greeting was very cheerful. I wonder why?

Next game on tap will take place this coming Monday at 7:30 PM as

THEATRE ENTERTAINMENT

SHOWTIME

Weekdays—1900—2100 hrs.

Sundays—1830—2100 hrs.

Sat. Matinee—1300—1500 hrs.

Sun. Matinee—1400 hrs.

13 JULY
THE MAN WHO SHOT
LIBERTY VALANCE
General

14 JULY
Matinee
VISIT TO A SMALL
PLANET
General

14 JULY
Evening
FOXHOLE IN CAIRO
Adult

15 AND 16 JULY
SERGEANTS THREE
General

17 AND 18 JULY
EMBEZZLED HEAVEN
General

19 JULY
SUMMER AND SMOKE
Adult

Note—Sunday matinees discontinued during July and August.

the Airmen will challenge the University Accountants.

On behalf of the unit, we would like to welcome two new members to the club in the persons of F/L Mike Taylor (RAF-ANS) and Cpl. Bruce Porter, just TOS from Stn. St. Jean, who will carry out his duties at the Rec. Centre.

MORNING FITNESS PROGRAMME

All Airforce personnel, male or female, desirous of taking part in the regular morning fitness programme currently being held daily in the Rec. Centre, are invited to attend these classes any morning from Monday to Friday. Hours are from 0800 to 0900.

BASEBALL WOES

Troubles yet maintain to befall the Station Baseball Club in their endeavours to achieve victories in the local Inter-Parochial League.

Their two last outings resulted in two more defeats added to the already anemic won lost column as St. Emile topped the airmen by a decisive count. This was quickly followed up by a 6-2 loss to the Precious Blood nine.

Errors, physical and mental, were the downfall in both instances especially in the last defeat as Chico Maki pitched tremendous ball only to be let down by the fielding aspect of the game. Now that Spike Martin is on clearances it is very likely that the error output could take a rise as no one will be able to match him at first base.

The hitting on the club is very adequate, but several of the players figure that batting is the only aspect of the sport as they somehow always manage to allow more unearned runs to score than they can muster themselves.

As individuals, the players had early in the season bemoaned the fact that they could not coax anyone to lead them. Since they acquired a manager several weeks ago, a great percentage of the players do not heed the coaching, miss signals and at times do not even bother to look at the base coaches to even attempt to pick up the appropriate signal of the moment.

As Manager Red Harris has undoubtedly deduced, there are situations which frustrate any remedy he could possibly conceive.

INTER-SECTION FASTBALL Standings

Team	W	L
Supply	5	0
Flight Cadets	4	0
SATS	4	1
Telecom	2	3
I & E	2	4
ANS	1	4

Date	Diamond	Teams
17 July	4	SATS vs. FC
17 July	3	Telecom vs. Sup
19 July	4	Telecom vs. I&E
19 July	3	Supply vs. ANS

All game times are set for 10 hrs and players do not mind a bit if they accumulate a cheering session.

WP SOFTBALL INTERPAROCHIAL GIRLS SOFTBALL LEAGUE

On Wednesday, 4 July, the RCAF played their seventh game in the Inter-Parochial League and came up with an overwhelming victory of 24-0 over Ste. Emile.

The first inning proved to be fatal for the Ste. Emile team as the RCAF drove in 8 runs and set the stage for the remainder of the game. Although Ste. Emile struggled to make that one important run, their efforts were in vain and the game was called in the 6th inning the RCAF had succeeded in not letting a runner past 2nd base. F/O R. Johnson was the winning pitcher for the game, pitching the first shut-out of the season. His coolness and control at the mound and the fine fielding of the team resulted in this big win for the RCAF.

This makes 3 wins and 4 losses for the local girls. On Tuesday

(Continued on page 7)

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District Manager Armed Services Division

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ANTS THREE
General

ND 18 JULY
ZLED HEAVEN
General

9 JULY
R AND SMOKE
Adult

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SECTION FASTBALL
Standings

Teams	W	L	Pct
SATS vs. FC	5	0	1.000
Telecom vs. Supply	4	0	1.000
Telecom vs. I&E	4	1	.800
Supply vs. ANS	2	3	.400
	2	4	.333
	1	4	.200

VP SOFTBALL
PAROCHIAL GIRLS
TBALL LEAGUE

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(Continued on page 10)

MARITIME LIFE
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TRAVEL UNLIMITED

F/L VIC ELDRIDGE

This column concludes F/L Eldridge's account of an actual airlift performed by a crew of a C119 to Torbay and Greenwood and points out. In it he relates the weather experiences enroute and the necessary delays experienced at the various terminals with which Transport Command crews are constantly contending.

Arriving at Winnipeg the crew and passengers spent just enough time to refuel the aircraft and file a flight plan. Within an hour the C119 was winging across the prairies toward Saskatoon. There were the usual thunderstorms that set up a crackling in the radio. The crew had encountered thunderstorms about every hundred miles from the East Coast to Saskatoon. Peter Chenier, the Navigator, was kept busy on the Radar giving changes of course to steer the aircraft around the big cumulo clouds.

The crew spent a well earned rest at Saskatoon and then flew the short hop to Namao, Alberta. At Namao the crew greeted many of their old buddies of the formerly senior, now junior, C119 squadron. We were subjected to a short "rainwash" on the amount of work that 435 Squadron had completed. Stories about the fantastic loads airlifted, and "competition" landing races which resulted in a record time of eighteen minutes in landing a C119 were told with great abandon.

The engineer was running up the C119 at 5 a.m. for the flight to Eglin Air Force Base. The weather was perfect with visibility about 100 miles. A delay of an hour occurred as the Customs Officer could not be located. He arrived at 7:45 and the aircraft was soon airborne. The crew looked around for the familiar Cumulo Nimbusts, but none could be seen. This was greatly welcomed, as the morning flight to "Minot" would be smooth. However, over Regina the cumulus and cumulo nimbusts started to form and gave an indication of what to expect further along the flight route.

After a flight of 10 hours of dodging towering thunderstorms, the C119 set down at Scott AFB. An airport taxi took the crew over to Base Operations where a weather check was made to determine if it was feasible to continue on to Eglin AFB, Florida. The weather was feasible to continue on to Eglin AFB, Florida. The weather check showed towering Cumulo Nimbust clouds along the route. In addition by the estimated time of arrival it would have meant a

20-hour day. This was over the maximum allowable work day of 18 hours. With everything being considered, it was decided to remain overnight at Scott AFB. A BaseOps taxi transported the crew over to lavish quarters. The base is located only about 20 miles from St. Louis, but as it had been a long work day, it was decided to have lunch and "hit the hay."

The crew reported to the "Met" section for briefing early the next morning. The USAF meteorological officer looked up from the desk with a big smile and said, "Hello, you are Vic Eldridge. My name is Major Covey, and we were together on the Ice Breaker Eastwind during the summer of 1948. You remember, we established Alert that year." The Navigator said, "Ye gads, in 1948 I was in public school!" Yes, it means you are getting fairly ancient in this flying game. It was a great pleasure to meet Major Covey after so many years. We had represented our respective Air Forces on special duty with the US Navy. There is hardly a place one visits, that some one does not trot up and say "Hi there, remember me?"

It was 0830 hours, and the crew were airborne in hazy skies headed for Eglin Air Force Base. This would be an easy day, with a work time of seven hours. In addition, Cumulo Nimbust clouds would not build up until the afternoon and so it would be a smooth flight.

As the Boxcar arrived in the circuit at Eglin AFB, a blast of hot air seemed to engulf the aircraft. "A wow! feel the heat" was voiced by all the crew members. As the C119 aircraft chugged in for a landing, two massive B52 jet bombers arrived in the stream. The C119 had to move aside to let the B52 swish by.

The 436 Squadron "Boxcar" taxied on the ramp and was parked between a B52 bomber and a large F105 fighter aircraft. The heat was a staggering 104 degrees on the tarmac. A group of RCAF personnel met the aircraft and completed the unloading operations. The crew proceeded to BaseOps and quarters. The officers were assigned to a small unit about the size of a duplex. Each unit had a name and ours was called "Mayflower." It somehow sounded a bit feminine for a men's barrack block. One of the crew members spotted a notice posted on the wall. It said, "Welcome to Eglin Air Force Base; unfortunately the Officers' Club on the base is closed for renovations. However, our main activities and 'Social life' is at the Beach Club. A club Volkswagen runs from the Main Club every hour. I'm Major Jim Briggs and am usually around someplace. If not, ask for Jake, Jerry, or J.B. to answer your questions. We are supposed to know 'everything'?. Hope your stay is pleasant and enjoyable."

The crew welcomed this infor-

SCHEDULE OF SPORTS

WEEK OF 16 TO 22 JULY

INTERPAROCHIAL BASEBALL LEAGUE

Mon. 16 July—RCAF vs. Sacre Couer, 1900 hrs.

INTER-SECTION SOFTBALL LEAGUE

Tues. 17 July 1830 D4 Sats vs. Flight Cadets.

Tues. 17 July 1830 D3 Telecom vs. Supply.

Thur. 19 July 1830 D4 Telecom vs. I&E.

Thur. 19 July 1830 D3 Supply vs. ANS.

WP SOFTBALL—TC WESTERN DIVISION

Winnipeg vs. Gimli at Gimli.

SOCCER

Mon. 16 July 1930 RCAF vs. CASSM.

JUDO

Mon. 16 July 1930 hrs.

Thur. 19 July 1930 hrs.

SWIMMING POOL

Monday to Sunday 1800 - 1600 hrs.

1900 - 2030 hrs.

TENNIS

Courts are open for use. Rules are posted on the fences and must be obeyed.

GYMNASTIC

Youth gymnastics every Sunday starting at 1400 hours.

TRACK AND FIELD

Training every day 4-6 p.m.

Twilight meets at Sargent Park every Wednesday.

ANS

Track meet 20 July, 0900 hrs.

Swim meet 19 July, 2000 hrs.

REC CENTRE GYMNASIUM

Open every night from 1900 - 2100 hrs. and on Saturdays 1300 - 1600 hrs.

GAME & FISH ASSOCIATION

RESULTS OF RCAF WPG. GAME & FISH ASSOC.

JUNE FISHING CONTEST:

Spin fishing was the preferred method used by the winners of the June contest. Its effectiveness for taking large fish on light lines has again been proven and the fast rising popularity of spinning equipment is easy to understand.



Catching big fish is nothing new for Cpl's Lorne Danielson and Howie Fleenor of 16 Hgr. as this photo shows. Pair won the Game & Fish Assoc. June Fishing Contest in the Pickerel and Northern Pike Division respectively.

The results:

Pickerel—Cpt. L. Danielson, 5 lbs. 14 oz., North Sask. R.

Northern Pike—Cpl. H. Fleenor, 14 lbs. 8 oz., Cross L.

Black Bass—F/L R. Mazey, 3 lbs. 12½ oz., Bird R.

Speckled and Rainbow Trout—NO ENTRIES.

Lake Trout—NO ENTRIES.

Game and Fish members are reminded that the July contest is now in full swing and that additional entry forms can be picked up from Cpl. Mel Dagg, ANS/OR, Local 454.

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Clean, Modern Cars to Serve
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(Continued on page 10)

Servicing West

By DICK GINTER

Transient—Last month's record setting total of visiting a/c was 468. The pilots' comments indicate extremely satisfactory service. Congratulations, T.S.

Things are very quiet around here these days. I wonder why? Could it have something to do with certain people being on leave?

Sgt. Hank Stock is being transferred to Trenton instead of Calgary, as was his most earnest desire. He hates the thought of leaving Wpg.'s Front Door since this means leaving the best crew of men he ever had.

"They're so fast," he says, "that they have the a/c serviced and ready to go even before it's ETA."

The formula for such keenness, according to Hank, is a strict diet of razor blades. Used ones!

Hank also hates leaving his scooter borne Flight Sgt., which is very uncommon.

Jim (Casper) Merkley has left for Clear Lake, one of Manitoba's famous vacation spots, for some fishing.

We sincerely hope that the weather and fishing are at their best; otherwise he might put in too much sack time.

Expeditors—Cpl. Ken Fitch has been promoted (?) to chief cook and bottle washer since Mrs. Dolly Fitch's unfortunate accident. She sprained her ankle and won't be able to get around too well for a time.

One of our well liked fly-boys, F/O Pete Darcel, took his DOT proficiency check last Friday. He is on his way to big money (we hope) on civvy street.

Sgt. Rolly Randall, a great chess enthusiast, made a chess set for himself. The excellent job he did and the skill he showed in making the complex pieces rate a special mention. He seems to play a stronger game with this set, too.

Daks—Welcome to the newly arrived Sgt. C. G. Lark from Trenton. Hope you enjoy your stay here, Sarge. Sgt. Lark will be sampling Manitoba vacation life continuously as he lives at Sunny Harbour Beach.

Sandy Sandford is on clearances and will probably be "down home" by the time this paper is issued. He is spending a couple of weeks on leave before going overseas.

Sammy Simpson is dying to get back to dear old Camp Borden. I noticed he has the 20th July, his departure date, prominently mark-

ed on the calendar. He says it was very pleasant meeting the old gang, but...

Scuba diving is one of the most fascinating sports known today, but the beautiful and strange scenes revealed in this world under water is not the only reward received by its participants. Jerry Carignan tells about the finding of a runabout with a 75 hp motor by his club, the Sea Rangers. For this they were treated to a big, bang-up, party.

He also mentioned that the RCAF Judo Club put on two shows at the Red River Ex. It certainly is stimulating to see members of the RCAF taking such an active part in their community.

I & E—LAC MacInnis proudly announced the birth of his second son at 6:20 AM 2 July 62. The baby, their fourth, weighed in at 4 lbs. 11½ ozs. Mother and baby doing fine. Congratulations to you both, Mr. and Mrs. MacInnis.

Danny Danyluik (lucky boy) took a DC 8 to New Westminster, B.C., for a three-week holiday. He was beaming, bright as a Vauxhall headlight, when he was talking about it. Sure hope you have a swell time, Dan.

Maint - Analysis — Farewell to F/C's Webster and Choquette (I just learned how to spell it, too) who are on their way to Centralia on a jet engine familiarization course. The unfortunate lads will have no time for fun, because no sooner does the course finish and

they have to go back to their respective universities.

Felicitations are extended to Thorny Thornton who was called home to Calgary, suddenly, to his mother's side. We're all hoping for a quick and sure recovery from her operation.

Gordy Erickson is real busy these days. With his aides all gone, he is now data collector, data recorder, data analyst, data distributor and what have you!

Inner Sanctum — Although no longer with us, officially, I must mention that Don Walrod is in Calgary on leave with the Trans Expe-Dak. He did mention, mournfully, something about a family reunion.

Casey Waroway is settled down and in the groove now. He can now devote his spare time to his second job as president of Astra Credit Union.

YOUTH GYMNASTICS

(Continued from page 4)

gymnastic display. The display will consist of the XBX program consisting of station airwomen, a trampoline display and high box horse consisting of flight cadets, a calisthenics and tumbling display consisting of dependent youths.

During the instructional classes slacks may be worn if so desired. White running shoes, white shorts, T-shirts, and socks should be obtained at least six weeks prior to Air Force Day.

POETRY CORNER

ARE YOU INDISPENSABLE

Sometime, when you're feeling important,
Sometime, when your ego's in
Sometime, when you take it for granted,
You're the best qualified in the
Sometime, when you feel that's going,
Would leave an unfillable hole,
Just follow this simple instruction
And see how it humbles you
Take a bucket and fill it with
Put your hand in it, up to the
Pull it out; and the hole that's remaining,
Is a measure of how you'll be
You may splash all you please
You enter,
You can stir up the water gain
But stop, and you'll find in a
That it looks quite the same
before.
The moral in this quaint example
Is do just the best you can,
Be proud of yourself but remember
There's no indispensable man.

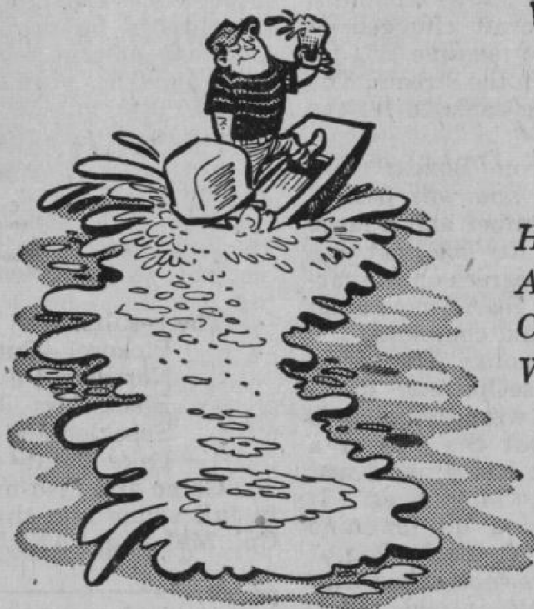
—St. James L...

NOWHERE

Beyond the Veil of Night
Suspended in fixation
Before the Dawn of Light
Neither forward, back nor turn
Thoughts to change the pattern
Regenerated to the source
Standing in absence
In the continuum of time relate
The moment of VOID

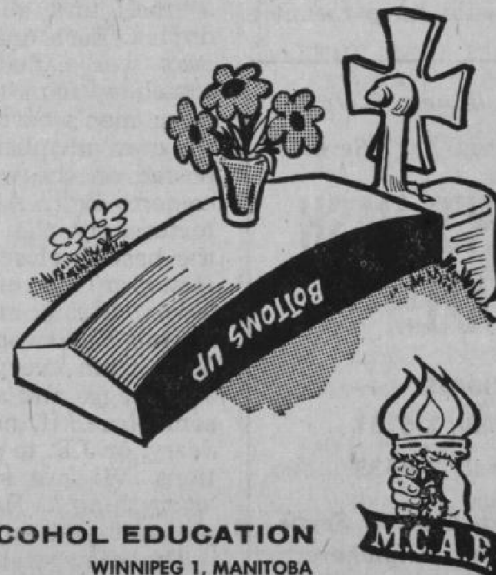
GERRY F...

*Johnny had a motorboat
With engine strong and loud,
And everywhere that Johnny
went
He loved to draw a crowd.*



*He'd zoom and zip across the lake
And really make an awful wake,
Canoes and boats for miles around
Would make for home and solid
ground.*

*When for his grave the sod they
turned,
His friends all said, "John never
learned,
Three things you never mix at all
Are water, gas, and alcohol."*



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YOU INDISPENSABLE

when you're feeling
at,

when your ego's in bloom
when you take it for

best qualified in the room
when you feel that you

ve an unfillable hole,
this simple instruction

now it humbles your
kettle and fill it with water
hand in it, up to the
and the hole that's

ing,
ure of how you'll be
dash all you please
er,

stir up the water galore
and you'll find in a minute
looks quite the same

in this quaint example
the best you can,
of yourself but remember
o indispensable man.

—St. James Leger

NOWHERE

e Veil of Night
in fixation

e Dawn of Light
forward, back nor turn

to change the pattern
ed to the source

in absence
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ent of VOID

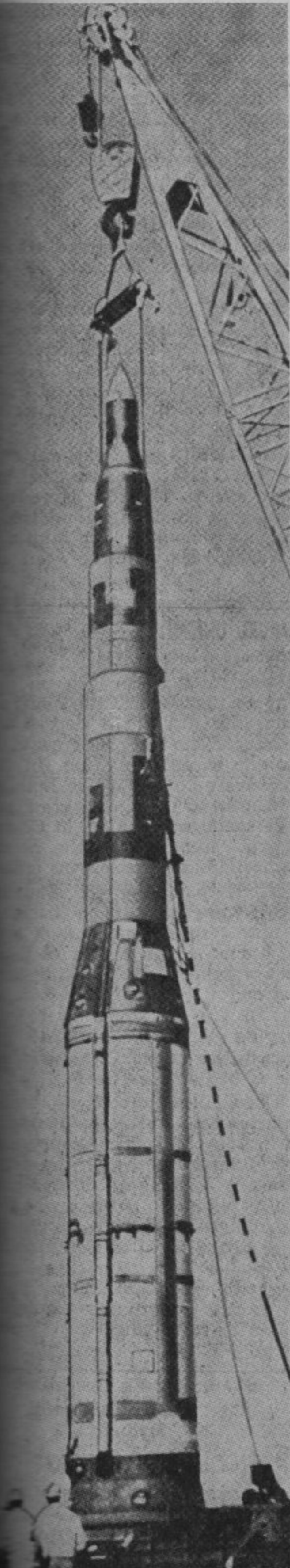
GERRY F...



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THE MINUTE MAN ICBM



Minuteman ICBM 32 1-2 ton 3 Stage
rocket ready for launching.

The Minuteman is a second generation Inter-Continental Ballistic Missile. Designed to fill a requirement for a long range weapon with a more rapid reaction time than the existing liquid-fueled ICBM, such as the Atlas. The Minuteman is lighter, smaller, and simpler than the Atlas and is powered by a solid-fueled rocket motor.

A Minuteman was successfully launched in Feb. 1961 from Cape Canaveral, and travelled 4600 statute miles down the Atlantic Missile Range. Its first-stage engine, measuring 5.5 feet in diam. was the largest solid-propellant rocket ever flown in the Free World. In addition, this first free flight of the 3-stage, 60 ft., 65000 pound missile occurred about one year ahead of schedule.

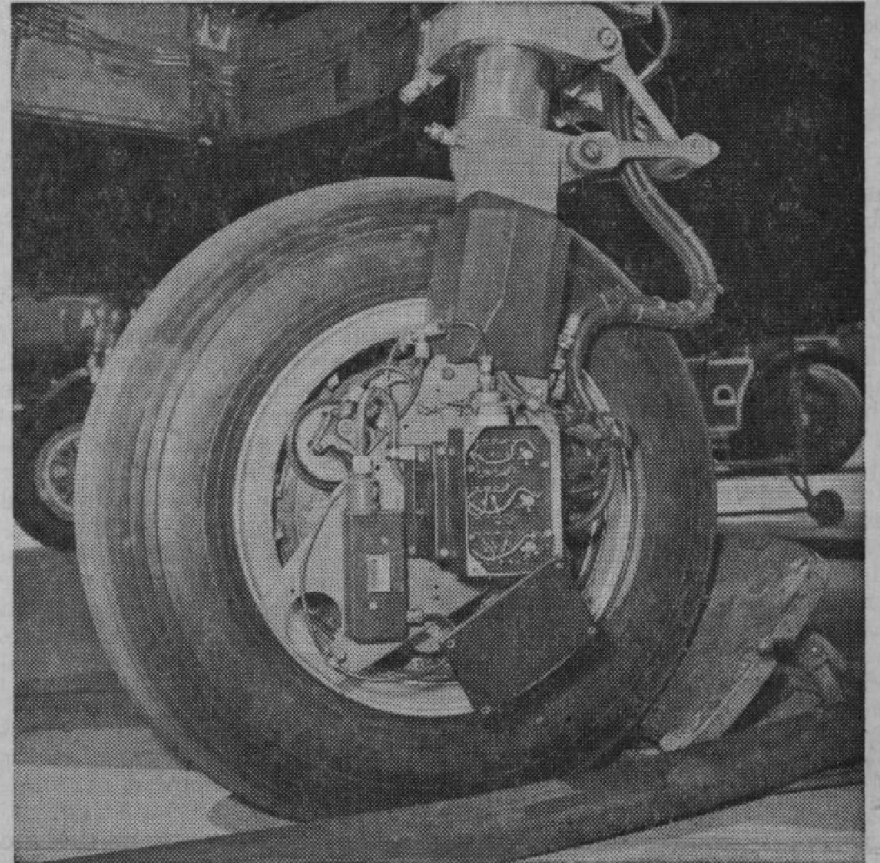
This successful test was due to the United States Air Force accelerating the Minuteman ICBM programme in the year 1960. The results obtained from eight tethered firings at Edwards AFB eliminated the need of ten additional planned shots and was moved into the untethered launch portion of its programme ahead of schedule. Also during 1960, the concept of launching the Minuteman from railroad cars for greater mobility, and to ensure a higher survival factor were tested. It was originally planned that 3 squadrons of the mobile version would be brought into service. However, it was announced in late 1961 that the mobile portion of the programme was cancelled for economy.

At the present time, it is planned to equip 12 squadrons of Minutemen and deploy them in hardened silos dug into the earth. Each squadron has an establishment of 50 missiles, and in November 1961, a Minuteman underwent its first successful launch out of an underground silo, and streaked 3000 miles down range. The original target date for the first squadron to be operational was given as July 1962. The Minuteman is believed to have a range of about 5500 nautical miles, and is capable of speeds similar to the ATLAS ICBM. (Next week the Polaris.)

Recent CNS Visit

W/C K. R. Greenaway on an invitation to the annual meeting of the Institute of Navigation Conference at San Diego, California, addressed the members present with a paper entitled "Some Thoughts on a Navigation System for a Mach 2-3 Transport". After discussing the impact of long range aircraft, the impact of high speed jet transports, and the theory of navigation errors, he proceeded to outline a navigation system for Mach 2-3 Transports which was concerned with providing a flexible automatic system.

Trade and Technical Service



A sensitive but rugged set of instruments are attached to the port wheel of a Vickers Supermarine Swift Mk. 7 jet fighter and linked to its braking system. Then down on to the runway of London Airport came the aircraft at 170 m.p.h. in the first of the latest series of trials to investigate the problems of aircraft braking.

Just to make things difficult—for the pilot—the scientists who have devised the tests also flooded the runway in an attempt to fully cover the various factors affecting aircraft braking. These include the performance of the aircraft, runway surface material, construction of the runway surface (smooth or grooved), depth of water on the runway, type of rubber the tires are made from, tire pattern and the number of wheels.

THE ART OF FENCING

Modern fencing is a world-wide sport derived from the ancient art of swordplay. Since 1896 fencing has been a major Olympic event engaged in by a varied age group of both men and women. In Canada the sport is taught in universities, military colleges and small groups of devotees in larger cities. Participants, however, are small in number and to the best of my knowledge there is little or no organized Fencing in the RCAF. (The word "fencing" here is not to be confused with the word which means "refusing to take sides.")

Fencing is historically a military sport and as such has many attributes. The primary benefit is that like drill and calisthenics, Fencing offers a form of physical agility, discipline and smartness. In the early stages, practices are repetitious and not at all exciting. Once the student has submitted to the discipline of the game he is ready to enjoy the thrill of actual combat. Most beginners give up in the early stages because they have been disillusioned by movies of swashbuckling pirates. Instead they find out that pure fencing is an art which requires considerable practice and skill.

As a sport, Fencing develops a good sense of timing, self-discipline, speed and agility. You

can plan your attack, as in a chess game, then proceed with cunning and deception to score a point. Although Fencing offers basically the same physical benefits as most popular sports, it has the big advantage of letting one get rid of his aggressive feelings without being injured in return. Several serious bouts give the participants a good physical workout which can be enjoyed by both young and old alike. Although an older fencer may not be as fast, the chances are that his sense of timing and experience would make up for his lack of speed.

The RCAF could incorporate such a liminary sport into the

(Continued on page 10)

CLUB 61

Last month's Candlelight Dinner provided a fine opportunity for the airmen to say farewell to the Commanding Officer and F/L Baily, our past Hon. President.

The dinner offered a fine selection of foods with an unlimited supply of lobsters after which the Club presented G/C Mitchell a very desirable golf cart. F/L Baily received a \$40.00 voucher to be used at his own discretion. This was followed by a dance with two door prize (a very attractive liquor dispensing set) being won by LAC Ken Forsey.

By the way, if anyone desires photographs of this dinner—contact LAC Jerry Rose at local 236.

A couple of suggestions have come up. The first one, to start a softball team comprising of Club 61 personnel. A list will be posted in the club so ballplayers let's get your names up. Any further info on this subject may be had by contacting either LACs Ken Brown, local 501 or Wayne Johnson, local

The second suggestion is a "Children's Day". Tentative day set for 18 Aug. with a Hard Times Dance to follow in the evening. This, of course, is going to require a lot of work and Ken Brown, the organizer, is in need of approximately twenty enthusiasts. A successful event like this can do a lot of good for our club but the success depends on the volunteers—so let's have your names in, fellas.

CLUB CALENDAR FOR JULY

- Sat. 14th—Band Dance — Hard Times.
- Fri. 20th—STAG — Subsidized refreshments.
- Sat. 21st—"Beachcomber" Band Dance — The Squadronaires.
- Sat. 28th—Band Dance — Twilights.

ART OF FENCING

(Continued from page 9)

physical training program. Equipment costs little — even with the trend towards electrical outfits—which greatly aid in the judging of points scored. Finding instructors would be the biggest obstacle since there are not many in Canada, especially in the less populated areas. One enormous advantage enjoyed by the RCAF is the availability of transportation. Transportation permits more competition and competition is what keeps us the interest in any sport.

In conclusion it seems to me that Fencing is a sport enjoyed by too few and that it may have a great deal to offer in the way of training.

Morton H. Nemy

•

BARRISTER, SOLICITOR
AND NOTARY PUBLIC

•

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YOUR FIRE HALL

The purpose of this article is to acquaint you with some of the duties performed in this section from day to day, and which also pertains to Fire Sections throughout the RCAF.

Our strength at present is 28 personnel. As there is a duty crew on a 24 hr. basis at all times, the personnel are divided into three shifts, working a 10 hr. day shift and a 14 hr. night shift.

Duties in the Fire Hall include a daily check of all the vehicles for serviceability and cleanliness. Repairing and recharging of fire extinguishers. Daily cleaning of the section in general. Maintaining reports and records of inspections and equipment, and to be alert at all times to answer alarms.

Duties outside the Fire Hall include inspection of all hangars and buildings for fire hazards, and a check of all fire extinguishers throughout the Station for serviceability. This is done monthly.

A nightly firepatrol is carried out in all hangars, barrack blocks, and places of assembly, and of course answering all fire or crash calls. As a point of interest we average approx. 15 crash call standbys a month including both military and civilian aircraft. The crash trucks and crews are directed to standby positions on the runways by the Control Tower, via radio. Some of the reasons for these calls are aircraft coming in with indications of engine trouble, undercarriage trouble, low oil pressure, to cite a few.

Fire alarm calls average about 5 a month, ranging from grass or bush fires, to equipment in buildings, or occasionally a structural fire as occurred here in the old Boiler House, east site on the 24 April 62.

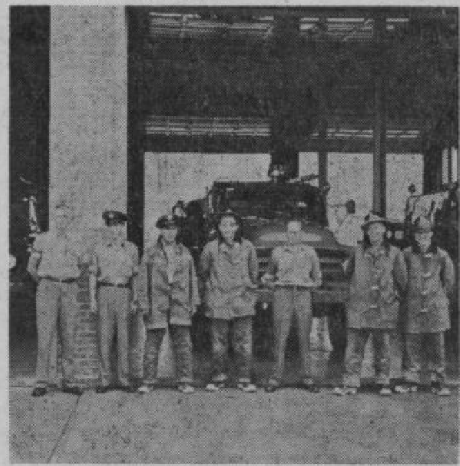
You may have observed great clouds of black smoke rising behind No. 11 Hangar on occasions. This is the result of the fire-fighters training for crash fire-fighting and rescue, utilizing the crash vehicle equipment, in the area provided for this purpose. The fuel used for these exercises is contaminated gas and oil and other solvents.

A cordial invitation is extended to all Station personnel to pay us a visit and get a closeup view of our fighting equipment, which is here for your protection. I'm sure the boys would be more than pleased to answer any of your questions pertaining to our trade.

We are losing two of our NCOs by transfer this summer, with Sgt. Hebert going to Stn. Dana, Sask. and Cpl. Kearly to Stn. Yorkton, Sask., both radar sites. Best of luck boys.



All Stn. buildings are inspected for fire hazards, and fire extinguishers for serviceability.



L to R—F/S Russell—Acl Pickett—Cpl. Couillard—Lac Krawec—Sgt. Iverson—Lac Verme—Acl Goldsworthy.

KADET KORNER

By HAMMER

Back again from Spud Island, the land of red earth and potatoes the size of watermelons (or so they tell us). Summerside has been blessed this summer and especially last week with many inches of rain which dampened our spirits slightly. We were shown much hospitality and had a good tour of the base and we were shown how to operate the equipment in the Argus. While in North Bay we had quite a good party to celebrate the annual hatch of shad flies which covered the sidewalks and streets at the time of our visit.

On the home front Course 6103 RO has graduated and from what I have heard everyone attending the grad dance had a good time. The decorations were quite good and part of them may be with us for a while for upon removal of the tape which held them up a quantity of paint came away. RCAF can be seen in bare white in the upper lounge which is painted a brown colour.

In a very short time we shall lose another bachelor to the chains of matrimony. John Wood walks the aisle on the 21st of this month while many of his friends will be on hand to cheer, throw confetti and rice pudding.

CNS GRADUATION

The number 14 Specialist Navigation Course of CNS will graduate on July 13, 1962, at which time nine officers will have completed forty-eight weeks of intensive studies in navigation, guidance and control, and communications systems related to aircraft, missiles and spacecraft. Of the nine graduates, five will remain at CNS to assume staff positions. S/L J. T. Lloyd will take over the position of S/L H. V. Firneisz as Chief of Radio Navigator Standards. F/L Keith Mills, F/L Jim Morgan, F/L Doug Stonehouse and Captain Chuck Crosby (USAF) assume duties with the Instructional Section of CNS.

What of the four remaining members of the course? F/L Bill Kaip will be seconded to the Defence Research Board in Ottawa.

F/L John Dardier assumes duties at CEPE Ottawa flying solo as a test pilot. F/L Jim Donald is going to 436 Squadron RCAF Station Downsview where he will fly with Air Transport Command. F/L Harry Stroud will eventually ride the skies in CF104's, much to his pleasure.

ANS Numismatic News

By MICHAEL J. KOSTER

The Newfoundland silver 5-cent pieces were made small. In fact they are exactly the same size as the Canadian small 5-cent coins.

During Queen Victoria's reign only fourteen different years' dates were minted. Strange enough only three different dates appeared when King Edward VII ruled. Four years only showed King George V on the obverse and nine different years with King George VI who wears the Crown on these facing left.

All the Newfoundland small cents were first struck in 1865 and ended in 1947. The tiny letter below the year on the reverse signifies that they were minted in Ottawa. Prior to 1917 when no marks were struck at the Tower Mint in London, England. Folder No. 9075 is required for collection.

The rarest one of this variety is the year 1946C because 2,041 were struck. The 1885 issue is the next rare small Newfoundland Cent with only 16,000 minted.

Next Week "Newfie" ten pieces.

TRAVEL UNLIMITED

(Continued from page 7)

At 11 p.m. the 436 Squadron crew were back in quarters tempting to obtain a bit of sleep. At 6 a.m. a loud clatter of feet was heard and looking out a large group of American Women Air Corps personnel were seen leaving the quarters. The men in the barrack block had been the Canadian crew!

The C119 crew soon reported the BaseOps and flight planned Patterson AFB. The temperature had jumped over the 100 degree mark by 10 a.m. and it was pleasant to climb into the cool air about five thousand feet. The chance of the flight to Patterson and Sownsvie was very pleasant indeed. In fact, the landing at home base won the Captain round of soft drinks!

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FEATURE

How To

You will probably... To get where... A little advance... in making c... want speed or... However, you... to read a road... maps and atl... widely-used tra... But few m... actually... them adequately... the best way to... and wrong t... is to heed the... map usage prov... Gimse of Rand... Gimse is... than 30 years... as editor of... Road Atlas.

Study the Legend... of the m... on maps is... single key to... It provides mor... classifications... ranging from di... different type... on the maps... as locations of... These are mar... symbols which... only by studyin... Gimse says... ask indicat... the legend exi... page of Rand M... road map or a... and the symbols... one publisher

How to compu... method is to... figures (may ma... they exist) sh... highway route... short section... by a small blu... cumulative mileages... points by red n... another method is... along the ro... penciled "tic" ma... of the paper fo... highway. The tota... route will the... for your route... distance from the... the last.

By holding the pa... mation, and were soon on the way to the Beach Club and re... from the torrid 104 degree te... perature. The "Argus" crew of... monton were there too. In f... they were to remain at Eglin... a month! One of the crew s... "We spend the winters at Chur... ill and summers in the Sou... Someone has their seasons cross...

Another method is... super along the ro... penciled "tic" ma... of the paper fo... highway. The tota... route will the... for your route... distance from the... the last.

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FEATURE OF THE WEEK:

How To Read A Road Map

You will probably do 60 percent of your 1962 driving during the spring and summer months—travelling well beyond familiar stretches of road. To get where you are headed fast, map your trip first!

A little advance planning with a road atlas can save both time and tempers in making certain that you get the best highway route whether you want speed or a leisurely sight-seeing trip.

First, however, you must know how to read a road map correctly. Road maps and atlases are the most widely-used travel guides in existence. But few motorists, map makers say, actually know how to use them adequately.

The best way to avoid frayed tempers and wrong turns next vacation is to heed these five tips on road map usage provided by Ingrid Gimse of Rand McNally & Company. Gimse is a veteran of more than 30 years of road map making as editor of Rand McNally's Road Atlas.

1. Study the Legend. This explanation of the markings and symbols on maps is the most important single key to using a road map. It provides more than 40 different classifications of information ranging from distinctions between different types of roads as marked on the maps to such fine points as locations of springs and wells. These are marked by lines and symbols which can be understood only by studying the legend.

Often, Gimse says, questions motorists ask indicate they do not know the legend exists. It is on the first page of Rand McNally's atlas. Every road map or atlas will have one and the symbols used will vary from one publisher to another.

2. How to compute mileages. The method is to total the mileage figures (may map users don't know they exist) shown alongside the highway route. The length of the short section of highway is shown by a small blue number and cumulative mileages between major points by red numbers.

Another method is to lay a piece of paper along the route and make penciled "tic" mark along the edge of the paper for each section of highway. The total distance for your route will then be the distance from the first tic mark to the last.

By holding the paper up to the

scale of miles on the atlas map you can calculate the total number of miles. This will be less accurate than using mileage figures but is easier where an approximation of the distance is sufficient.

3. How to Use Specialty Maps. Large scale inset maps of major cities, if consulted in advance and oriented with the smaller scale state map in planning a route through or around the city, can save both time and tempers. They will also help locate points of interest to visit or resting areas such as parks and playgrounds.

There may also be many other types of helpful specialty maps showing specific areas on an enlarged scale on any road map and particularly in an atlas. Rand McNally's atlas has individual maps of 172 cities plus 28 others of national parks, recreation areas and other subjects of interest to the motoring tourist.

4. How to Use the Index. In locating a specific place, look for it in the index listing or for another, larger town nearby if it is too small to be listed.

The letter-number coordinates (for example, K-7) for the city in the index correspond to the letters on the side margins of the map and the numbers at top and bottom.

This is the point where most people go wrong. Don't draw a line down from the number and one across from the letter and expect to find the place you are looking for at the point where they meet.

Instead, find the small diamond-shaped symbols on the margin halfway between your letter "K" and the "J" above it and the "L" below it. Draw a lightly penciled line across from each of these two markings. Repeat this for your number coordinate. You now have four lines marking off a square within which you will find the place you are looking for.

With these lines as guides for

specific town easily and quickly. Your eye you should find the

5. How to Keep Up to Date. First throw away all those treasured old maps and atlases cluttering up the car — or at least don't use them. The more than 10,000 changes made in the Rand McNally Road Atlas to bring the current edition up to date illustrate the pace at which map data changes.

The road atlas carries the date of publication as part of the copyright notice on an inside page. This makes it easy to tell how current it is once you know what to look for. It is revised at least once a year to keep it completely up to date. Be sure you have the newest edition.

Most individual road maps obtained through service stations, however, carry no publication date. While they are often reprinted more than once a year, it is wise to check how recent the one you have may be.

Look for specific items such as recent road construction, a re-routed highway or some other detail in an area with which you are familiar. If there is a section of expressway opened to traffic a year or more ago and it isn't shown, the map is not up to date enough to rely upon.

Now that you know how to go about it, sit down and plan that vacation right now — and happy motoring!

TALKING SPORTS

(Continued from page 6)

July, the girls will endeavour to make the wins and losses equal as they play Precious Blood at 1900 hrs. at the station sports field.

EXHIBITION GAME—GIMLI VS WINNIPEG

Saturday, 7 July, at 1400 hrs. the Stn. Winnipeg and Gimli teams began the battle which finally ended at 14-13 for Winnipeg. It was nip and tuck throughout the game with the teams being evenly matched in play. The game see-sawed back and forth until in the last of the seventh, with Gimli leading by 2 runs and the bases loaded, Betty Jenkins hit a triple to bring in three runs and cinch the game for the local ladies. F/O R. Johnson was again the winning pitcher.

The line-up for Winnipeg was: Shopa, Johnson, McRitchie, Logan, Findlay, Jenkins, Bohn, Adolphson, Humphries, and Hosokawa.

TALKING SPORTS

The sports staff would like to apologize at this time for our lack of articles in the past two issues. Frank was busy with the static display at the Red River Ex and yours truly was finishing off a month's leave. Now that we're back you can expect to see complete coverage in the weeks to come on all sports.—We understand from Jack Barry that our soccer team is of very high calibre and this past week has taken over first place in their league. It would be nice to see these devoted athletes continue in this manner and bring home the bacon.—Rumors have it that the Cpls.' Club will host the jockeys from Assinaboine Downs in a fast-ball game followed by a small smash in the club. Fellow could get rich if he kept his ears open.—The major event of this coming

week will be the Inter-Mess Golf Championships to be held at Tuxedo golf course on Thursday, July 12th. The event this year will be hosted by our own Cpls.' Club and the 19th hole has been well planned. Dick Winchester, our PMC, and sports officer Bill Beamish have been working very hard on this event and I'm sure they will have a few surprises for the duffers. We will be present at this affair and will give complete coverage along with pictures in the next issue. We think personally that the Officers' Mess will be hard pressed to retain the cup which they won last year.—We'll end this week on a football note as the pro season is fast approaching. My buddy from the Cpls.' Club, Dave Ross, will join yours truly on the fifty-yard line for every game and will hold post mortems afterwards with our friend "Shag" Wood. We have decided to go all the way with Bombers this year and also take in the Grey Cup in Toronto. Well that's it for now gang, until next week be very good sports.

INDUSTRIAL FASTBALL

On Wednesday night, July 4th, the Cpls.' Club boys pulled up their hitting socks and soundly walloped Manitoba Hydro 22 to 2. Complete statistics are not available at this time but we understand that Ed Chalme once again led the hitting attack with at least one homer plus some lesser blows. The pitching was done by Tony White who will probably be credited with a no-hitter when statistics are finalized. The Hydro runs were scored on a walk and a throwing error. The victory firmly entrenched our boys in third place with a 7-4 record and not too far from the top rung. The stats boys have promised us complete league standings plus some batting averages, etc., for the next issue, so stay with us for all the news.

In Winnipeg It's
THE AIRPORT

In Gimli
THE GIMLI

And in Portage
THE HOTEL PORTAGE

They're All
"COMMUNITY" HOTELS

I AM A NEIGHBOUR OF YOURS



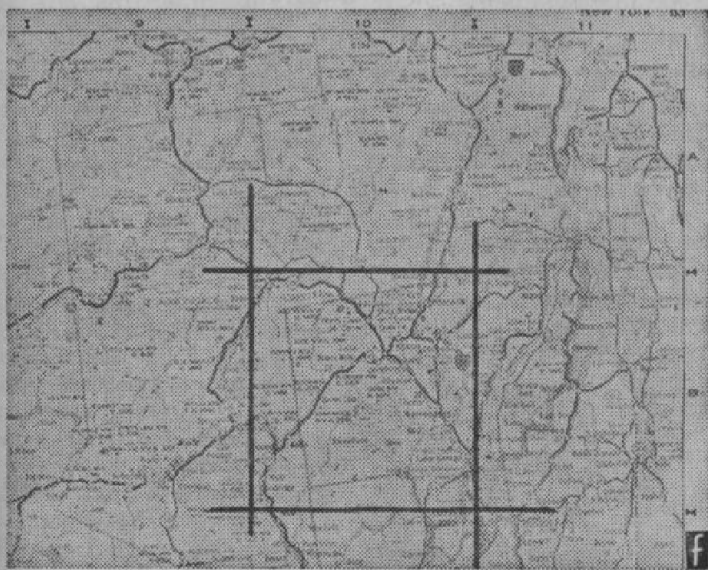
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Penciling a square on your road atlas map will make it easier to find a particular town, no matter how small. Use the markings between the letter and number coordinates on the map to mark off the general area of the town. The coordinates will be given in the atlas opposite the name of the community.

Dardier assumes...
Ottawa flying...
test pilot. F/L Jim...
going to 436 Squad...
ation Downsview wh...
fly with Air Transp...
F/L Harry Stroud w...
ride the skies in th...
much to his pleasure.

Numismatic News

MICHAEL J. KOSTER

Newfoundland silver 5-cent...
ere made small. In fact...
exactly the same size...
dian small 5-cent coins...
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only three different date...
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Newfoundland small...
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UNLIMITED

(from page 7)

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p.m. the 436 Squad...
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to obtain a bit of slee...
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heard and looking out...
up of American Woman...
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119 crew soon reported...
Ops and flight planned...
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ALL YOUR HAIR REQUIREMENTS

Old Waving - Tinting
Styling

Call VE 2-1593

MILADI'S
BEAUTY SALON

2481 1/2 Portage
Open 6 Days - 9 a.m. - 6 p.m.

CLASSIFIED

All ads of a commercial nature will be 13c per agate line. (4c per word.)
 Minimum charge 50c.
 All ads must be paid in advance.
 Ads will not be accepted by phone.
 Classified ads will be accepted until 1600 hours on Monday of each week for the current issue of Voxair.
 Classified ads of a non-commercial nature will be FREE to all employees of RCAF Station Winnipeg.
 Persons desirous of having their ads appear in more than one issue must resubmit the ad each week they wish it to appear.

Address all ads to:
 Advertising Dept.,
 VOXAIR,
 RCAF Stn. Winnipeg.

FOR SALE

7x9 Umbrella type tent — well used — leaks only when it rains; \$15.00. Please phone VE 7-1111. Local 595.

Reduced \$1,000.00 — Executive type 3 bedroom bungalow. "L" shaped living room-dining room. Wall to wall carpets and drapes. Finished basement with bar, TV and bedroom. Taxes \$348.00, heating \$150.00. Located 3 blocks from Sharpe St.—gate on Lodge Ave. Priced to sell at \$16,900.00. Phone owner F/L Meindl —Local 661.

3 budgies, 2, 3 and 4 dollars. 1—4' brass cyl. type cage on wrought iron stand—cost \$9.95, will sell for \$9.00. Chrome budgie cage and stand, pole shape — \$6.00. 2 English trench coats (navy), grow hem, fits size 4 to 7, cost \$12.95 each, will sell for 2 for \$9.00. 2 dresses, 1 beige cotton, 1 green velvet. Few blouses and summer togs all to fit size 10-12. 2 pair dress pants, summer, size 7 and 14. All in good condition. For information call VE 2-2757.

A Fleet factory built house trailer. Sleeps two. Asking \$250.00. In very good condition. Phone VE 2-6334.

Well appointed two storey home in Silver Heights. 3 or 4 bedroom, 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. Full price \$11,900.00 with \$3,000.00 down. To view call Rand Realty or TU 8-7227.

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. 28,000 original miles. New motor with only 500 miles. Must be seen to be appreciated. Phone VE 2-2858.

1 Lawn Boy Power Mower, just completely overhauled, \$35.00. 1 English style baby carriage, cost \$90.00. Chrome wheels and mud guards, will sell for \$45.00. 1 Playpen, hardly used—\$8.00. Phone VE 2-3046.

1 McLary fully automatic 24" range, glass oven door, like new, \$80.00. 1 McLary 8 cu. ft. Fridge, \$80.00. Call VE 2-3067.

1955 Ford Sedan Delivery, running order and good condition. Good buy. Phone VE 2-3824 or at work VE 2-4032.

TV and stand and record player, \$58.00. New play pen and pad, \$9.00. Clean large crib matt., \$2.00. Sealers, qts. and pts., all \$1.00. Hand lawn mower, hockey outfits—cheap. Call VE 7-1735.

1957 Meteor 4 door sedan — Economy 6, standard transmission. Will accept any reasonable offer. Phone Sgt. Randall, TU 8-2559 after 6 or Local 254.

LOST

Set of three keys in small button-up leather case (grey) lost in vicinity of Rec Centre Sunday 8 July. Finder please call VE 2-0136 or return to 388 Sharpe Blvd.

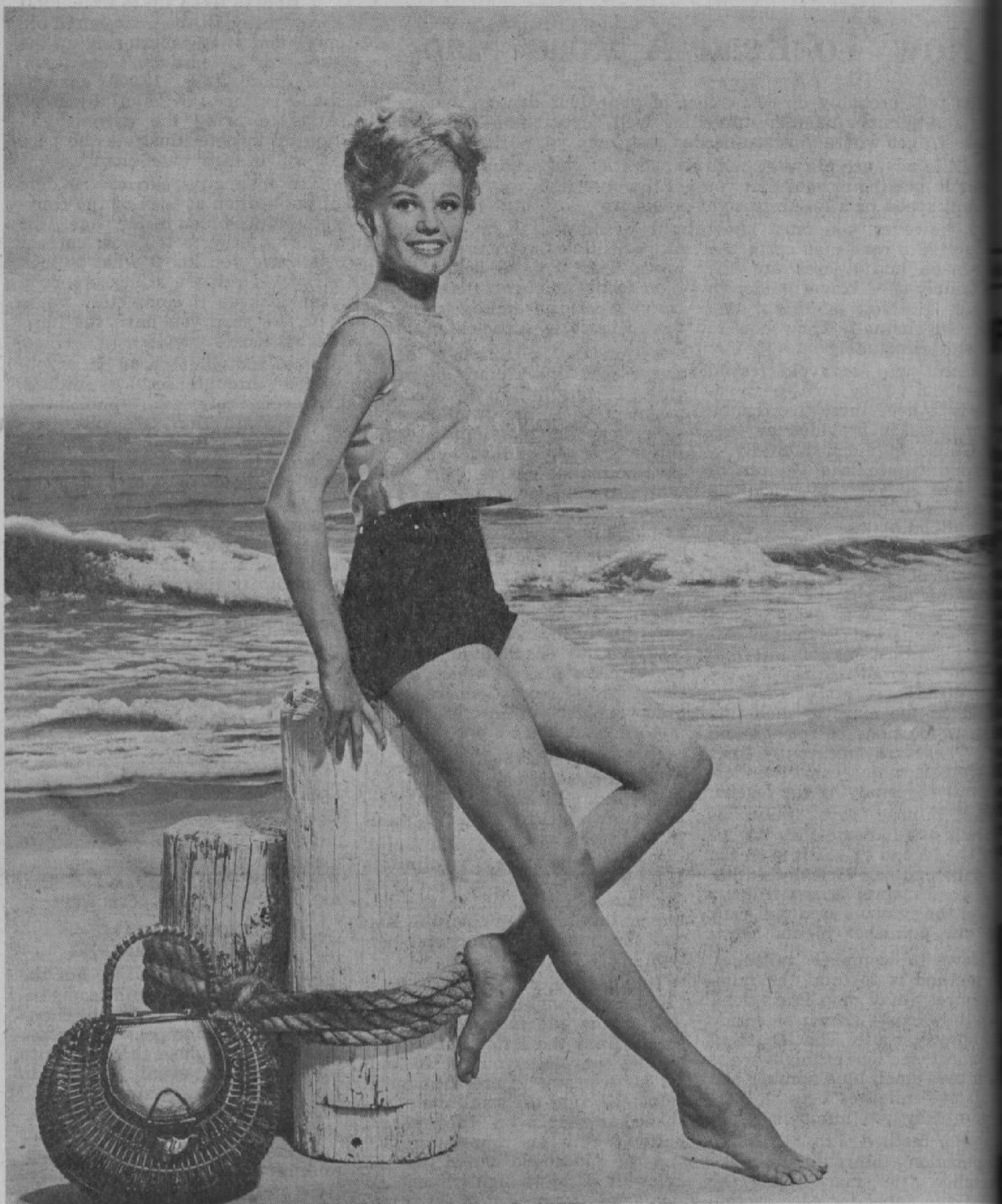
One Girl's Senate Wrist Watch, Leather Strap. Finder please phone VE 2-6694.

WANTED

ACOUSTIC RESEARCH — Speaker enclosure (AR2). Phone F/L Saunders at Local 298.

WANTED TO RENT

Folding Camp Trailer, required from 26 July to 25 Aug. Cpl. D. K. Hume, Local 386 or VE 2-3813.



VOXAIR VIXEN

FOR RENT

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

Fully furnished 4 bedroom home complete with rumpus room and powder room. Good location—handy to schools. Available 1 Sept. to 30 June. \$200.00 per month. For particulars phone 453-8767.

3 bedroom bungalow—2 years old—less than 10 min. from station. Close to schools, medical and shopping facilities. U shaped kitchen and bathroom, garbo-rator, fans in kitchen and bathroom, full basement. \$125.00 per month. Contact S/L Stroud—VE 2-0128. /

2 year old—5 bedroom bungalow in Kirkfield Park. 3 bedrooms, large living room, fully modern kitchen. One block from public school and transportation, 8 min. from station. To view Phone VE 2-0712.

SUBLET

Lovely modern furnished one bedroom suite in new block in St. James for period from 21 July to 12 Aug. or portion of period. All conveniences including balcony. Phone VE 7-1120.

Officer's rental unit available to the end of August. Phone VE 2-2800 or Local 427.

COUNCIL COMMENTS

(Continued from page 2)

and those who will be spending most of their time on the station during the summer would be wise to attend some of the classes being organized.

For those of you in our area who have not seen Little League Ball being played, go out and support your sons or the neighbor's boy and you will find it well worth your while and will also give added incentive to the youngsters. They like all the encouragement there is coming.

Now that school is over for the summer, just a word again about children playing on the roads, watch the youngsters particularly this time of the year when there are more cars on the roads and more children running around and playing in the area. Drivers, please be careful — some of the youngsters don't think when they run out on the road so you think and watch for them.

CPLS. CLUB

(Continued from page 5)

carpenters, painters, etc. take notice, your efforts are not going unnoticed.

By the time this edition "hits the streets" our visitors will be departing Winnipeg for "VE Richard." We hope your stay here was a pleasant one; we enjoyed having you.

"Bon Voyage"

The weekend was, as usual, a lively one for the Corporal's Club with a goodly number of staunch supporters enjoying the friendly atmosphere. Unfortunately, the entertainment that was lined up for Sunday nite, cancelled out at the last minute. Very disappointing, say the least, for the many people that came out to see this very entertaining gentleman. Perhaps before he leaves Winnipeg, we may yet have the pleasure of hearing from him.

"SEE YOU AT THE CORPORAL'S CLUB"