

Champs



Command Champions on Saturday... H. M. Carscallen presented... Group Captain D. A. Willis to LAW Fran Willets, captain...

nt of spillage than can... and in the ensuing... ever heard to say, "Just... be a different story... nism, it was ever thus... y you NOW sweet bird

RADIO FACTS

omote your city and... learn facts about the

estimated 232,000 hours... Manitoba, 145,000 on... mobile, and 17,000 on... more automobiles. These... are from a Dominion... of Statistics report in

number of hospital beds... Winnipeg has more than... since World War II. In... of the year they were... 400 and proposals for... hospitals with a total... beds are being consid

employed by manufact... rms in Metro Winnipe... d 32,650 at January... only for firms employ... more persons. The com... tal of those similar... d in Regina, Saskato... and Edmonton was 3

g is the third large... or the manufacture... and children's cloth... da. Latest available... in the industry are... en 31 establishments... yed 1,834 persons, p... oods worth \$17,000.

Winnipeg recently... e headquarters for... helicopter operat... Helicopter Service... will direct the ac... me 25 rotary wing... m its base at Winn... onal Airport. Most... will work on the... radar defence line... ainder on a survey... ar continental she

Voxair

AN AIRFORCE NEWSPAPER

SOUVENIR COPY — 25c



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11, No. 37.

WINNIPEG, MANITOBA

September 14, 1962

AIR FORCE DAY

1962



It is a privilege and honour to extend you a hearty welcome to Station Winnipeg for our 1962 Air Force Day presentations. Moreover, as I assumed command of this splendid Station just a few weeks ago, I am grateful for this early opportunity to greet friends of the RCAF in the vicinity.

Today's program and displays have been developed to give you an indication of what your Air Force has accomplished and will strive to achieve in Canada's interest nationally and internationally.

We are proud to serve. We trust your brief stay with us will encourage in you similar pride in the RCAF and will stimulate your confidence in its future.

D. A. Willis G/C,
Commanding Officer

#37
✓



BIRDSEYE VIEW OF AIRPORT AT RCAF STN. WINNIPEG - 1962

Greetings

Staff



Chapel News

CATHOLIC CHAPEL NEWS

Fr. F. A. Halle (W/C), Train-Command Chaplain (RC).
Fr. J. A. Frederickson (S/L), Chaplain (RC), VE 2-1311, 272.

MASSES

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

CONFESSIONS

Confession Masses on Sundays —
 8 times by appointment.

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, 16th September

9:30 hrs.—Holy Communion — Anglican. Children are invited to accompany parents to the Altar and to receive a blessing. Milk and coffee and donuts will be served in the Chapel Annex following Communion at 0930 hours. All are invited.

10:00 hrs.—Nursery for preschoolers — Chapel Annex.
 10:30 hrs.—Divine Service — Chapel.

11:00 hrs.—Battle of Britain Service.

THURSDAY, 20th September

8:00 hrs.—Senior Choir Practice.

BATTLE OF BRITAIN SERVICES

Services marking the twenty-first anniversary of the Battle of Britain will be held in both Station Chapels on Sunday, 16th September at 1400 hours. Following the services, a brief service of remembrance will be conducted at the Cenotaph located between the two Chapels. There will be seating in both Chapels for the services and they are especially recommended to attend both the Chapel and the Cenotaph services.

RELIGIOUS CENSUS

Both Station Chapels are co-operating with the churches in St. James area who are sponsoring a religious census to determine church membership of families in St. James. Representatives of our Station Chapels will be knocking at your door sometime during the week of 17th September to ask three simple questions: (1) Family attends what church? (2) Children attend what school? and (3) Church membership if not presently attending. There is no secret about the purpose of this census. It is to find out what people are not related to their church of their choice and to give them the opportunity of fellowship and activity.

SENIOR TEENS

The Senior Teens will begin their Fall activities with an outdoor hot dog and corn roast at the Station Picnic Area behind the Hospital at 4.30 p.m. Sunday, 16th September 1962. Senior Teens — come and bring a friend. If the weather is unsuitable for an outdoor roast an alternative feast will be provided in the Chapel Annex. — The Senior Teens welcome new members. The only requirement is that they be 14 years of age.

CHURCH SCHOOL

Plans are underway for the Church School to begin its Sunday Sessions this month. Persons willing to assist with the Work of the Church School as Teachers, Teacher-Assistants, Organist or Pianist, are asked to contact Padre DeLong at Local 417.

The Church School will gather for the first time on Sunday, 23rd September, to view films or film strips at the places indicated:

0930 hrs.—Junior Congregation (Grades 4 and up) and the Primary (Grades 1, 2 and 3) — Station Theatre.

1100 hrs.—Kindergarten (4 and 5 yr. olds)—Rec Centre Lounge.

1100 hrs.—Nursery — Chapel Annex.

Registration and Division into Classes will take place on Sunday, 30th September, at the following places and times:

1100 hrs.—Nursery — Chapel Annex.

1100 hrs.—Kindergarten — Rec Centre Lounge.

0930 hrs.—Primary — Rec Centre Lounge.

0930 hrs.—Junior Congregation — Chapel.

Distaff Side

Friends of the Bob Coulter's will be interested to hear of a recent incident concerning this family. It seems that Lady Eaton, on her northern tour, visited the Air Station at Great Whale River where S/L Coulter is now acting as Commanding Officer. Having had a very pleasant visit with Bob, Lady Eaton casually mentioned phoning Mrs. Coulter during her stop in Winnipeg to pass along first hand news from Bob to his wife and family. However, on her arrival at Winnipeg, Lady Eaton was over-comed by reporters, and in the excitement which followed, she simply forgot about her promised telephone call. No one could have been more surprised or pleased than Frankie Coulter when she received the call from Lady Eaton—particularly when she explained that she was home at Eaton Hall in Toronto — and apologized for having forgotten to phone when she was in Winnipeg, and proceeded to give Frankie a first hand report on her husband.

All of us, as Air Force wives, know what it is to be separated

from our husbands, and can truly appreciate the thought behind such kindness and consideration from someone of Lady Eaton's position.

This, we feel, is the sort of thing which separates the truly great people from the merely important!

* * *

The Multiple Sclerosis Association will be holding a supper in the Hudson's Bay Auditorium on the 6th floor, on Friday September 21st. The supper will be from 4.30 to 6.30 p.m. and tickets will be on sale at the door for 75c per person, or may be purchased through Mrs. Alberta Hodgson, general convenor. Anyone requiring any general information about this project may phone Mrs. Hodgson at VE 2-0731.

This supper is the one main project of the year for the Multiple Sclerosis Association, and will receive support from many of our local ladies, as in past years. There will be a bake table and a sewing table, as well as the supper, with all proceeds going to help the victims of this dread disease. We urgently request your support for this very worthwhile project.

* * *

There will be a notice in this column next week concerning the opening of Guides and Brownies for the Fall. Please watch for the news.

* * *

Young people interested in the

(Continued on page 4)



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



F/L G. A. DAWSON
Advertising Manager



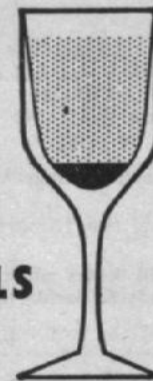
F/L V. W. ELDRIDGE
Assistant Editor

HOW POWERFUL IS THAT DRINK?

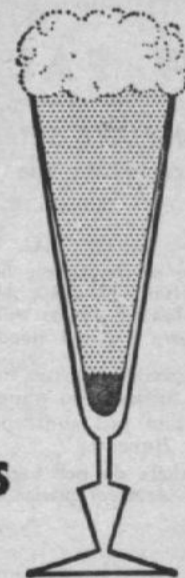
Here is how the different kinds of alcoholic drinks compare in terms of alcoholic content.



1 oz.
Whiskey



2 1/2 oz.
Port or Sherry



10 oz.
Beer

EQUALS

EQUALS

One in a series presented in the public interest by the

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FRANK BINKUS

TALKING SPORTS

REC BRILL



INTER-SECTION BOWLING

With the bowling season soon to be upon us, the inter-section league are having their first meeting on Tues. the 18th at 1300 hours to organize the setup for the oncoming term.

All team captains or section representatives eager to partake in this year's schedule are asked to be present at the Snack Bar Dining Room at the Rec Centre at the above time so that plans may be organized.

A complete coverage of golf, soccer and WP softball will appear in the next issue.

DISTAFF SIDE

(Continued from page 3)

opening date for the Protestant Chapel Junior Choir will be sorry to hear that choir practices are not slated to begin until October this year. A leader is urgently required for the Junior Choir. If you know of anyone who has had experience in choir work, or anyone with the sort of musical background that would possibly make them suitable for this work, please get in touch with Padre Ross at the chapel.

* * *

Watch for a new column coming soon, for the Teen crowd. The column will be written by a number

of station teen-agers and is currently being planned by and for the teen interest.

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VErnon 2-6926

CALLING ALL WEATHER PROPHETS!

TURN OUR FIRST SNOW FALL INTO A WIND FALL
AT SILVER HEIGHTS ESSO

SNOW FALL CONTEST

WIN A COMPLETE SET OF ATLAS WINTER TIRES
by Simply Forecasting the Time of the First Snow Fall!

SNOW FALL CONTEST RULES

Just fill in one of the simple Entry Blanks next time you call at SILVER HEIGHTS ESSO, MOUNT ROYAL & PORTAGE telling WHEN you think St. James will get its First Snow Fall*. No purchases necessary — you need not be present to win.

*The First Snow Fall shall be taken to mean the first official snow fall of the season in an amount sufficient to whiten the ground. The time of the snow fall shall be determined by the Department of Transport Weather Bureau.

To insure fairness tickets do not become valid until 24 hours after they are handed in. In case of identical entries a draw will be made to decide the winner.

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- 3rd—1 pair Atlas Seat Belts installed.

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Sundays—1830—2100 hrs.
Sat. Matinee—1300—1500 hrs.
Sun. Matinee—1400 hrs.

AIR FORCE DAY
No Matinee

TUESDAY 18 SEPTEMBER
THE MOST DANGEROUS
MAN ALIVE
General

SATURDAY 15 SEP.
Evening
UNDERSEA GIRL
General

WEDNESDAY 19 SEP.
ROOM AT THE TOP
Restricted

SUNDAY 16 SEPTEMBER
MONDAY 17 SEPTEMBER
THE HORIZONTAL
LIEUTENANT
General

THURSDAY 20 SEPTEMBER
HELL TO ETERNITY
Adult

FRIDAY 21 SEPTEMBER
RAISING THE WIND
General

STATION LIBRARY

Recreation Centre
(Bldg. 90—Rm. 25)

HOURS OF OPERATION

Monday to Friday—
1200 hrs. - 1730 hrs.
1800 hrs. - 2100 hrs.
Sunday—
1400 hrs. - 1730 hrs.

NEW BOOKS

SAN FRANCISCANS — Niven Busch presents the never ending conflict, on the battlefields of law and banking, between the dowered rich and its ambitious poor.

MY LOVE, MY ALL—D. F. Smith —fiction suspense romance.

THE SLAVE—A novel by Isaac B. Singer. The scene of this epic novel is laid in Poland in the 17th century.

THE GARFIELD HONOR — new novel by Frank Yerby.

LETTING GO—a novel by Philip Roth.

LADIES CURLING

Believe it or not the curling season is almost upon us. Now is the time to decide whether or not you want to curl.

Experienced curlers and beginners are more than welcome. Come

one, come all, for lots of good exercise and good fun.

The fees for the coming season will be approximately \$13.00. Curling is one afternoon a week, on Tuesday or Thursday from 12:30 to 3:30.

We are hoping to obtain services of a sitter for those who have youngsters, provided there are enough interested to warrant one.

This will be decided and a drawing will be drawn at the general meeting to be held in the upper lounge of the Curling Club on Monday, Oct. 1st at 8 p.m.

Below is an application form to be filled in and taken to one of the following addresses, not later than Wednesday, September 26th.

- Eleanor Williams,
164 Braintree Cres.
- Betty Batchelor, 106G MDE
- Lee McKee, 557 Whyteford
- Helen Lord, 42 Braintree Cres
- Margaret Monteith, 421 Com

Name

Address

Phone

Experience

Position Played

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If any further information desired please contact either Helen Lord, VE 2-0869 or Pete Gamble, VE 2-1109.

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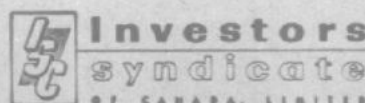


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 hrs.
 00 hrs.
 hrs.

DAY 18 SEPTEMBER
 MOST DANGEROUS
 MAN ALIVE
 General

WEDNESDAY 19 SEP.
 COM AT THE TOP
 Restricted

DAY 20 SEPTEMBER
 ALL TO ETERNITY
 Adult

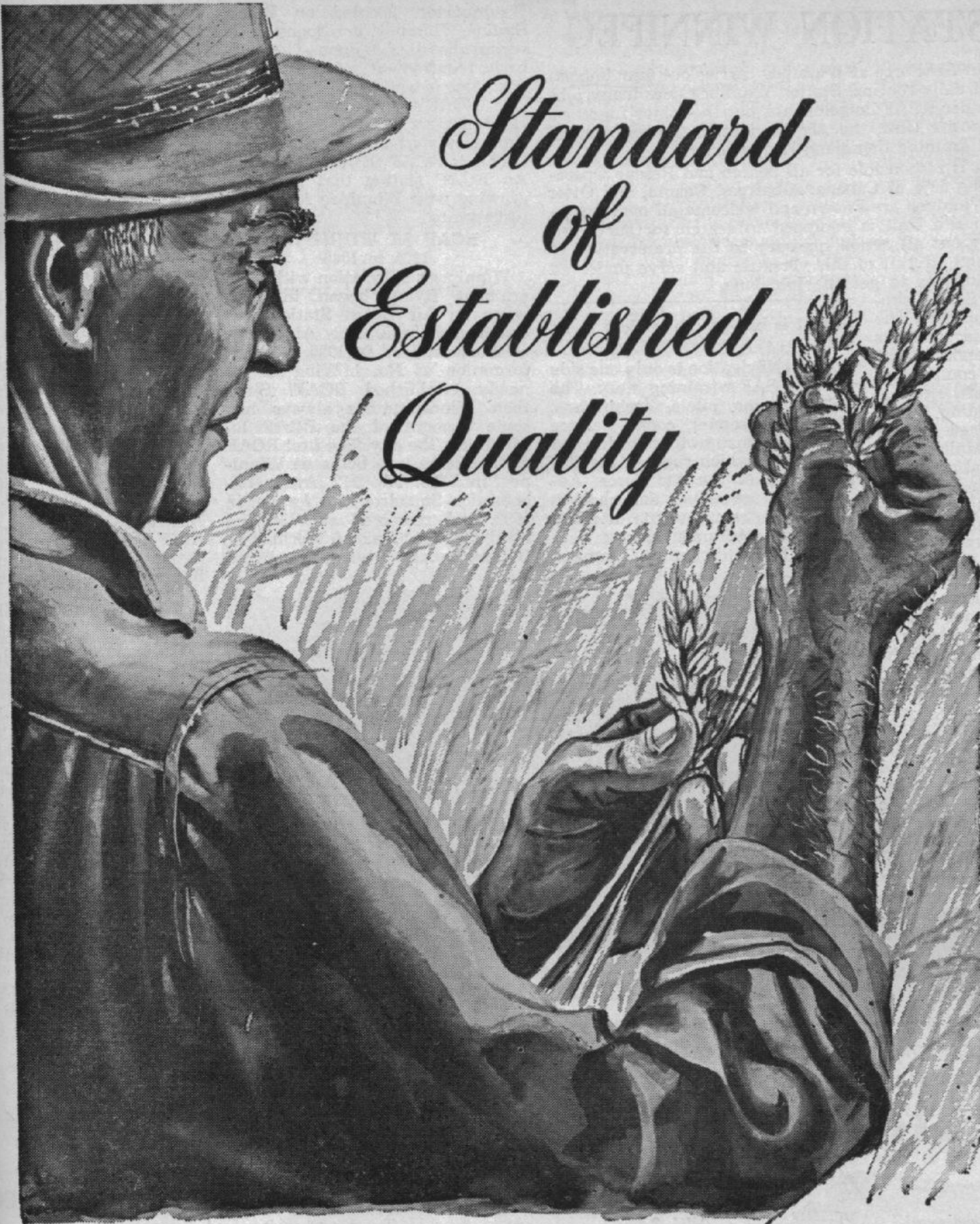
DAY 21 SEPTEMBER
 RISING THE WIND
 General

me all, for lots of good
 and good fun.
 fees for the coming season
 approximately \$13.00. Come
 one afternoon a week, every
 Monday or Thursday from 1:30
 to 3:00 p.m.

are hoping to obtain
 services of a sitter for those
 youngsters, provided you are
 sufficiently interested to want
 to do so.

will be decided and names
 drawn at the general meeting
 to be held in the upper room
 of the Curling Club on
 Monday, Oct. 1st at 8 p.m. An
 application form is available
 and taken to one of the
 following addresses, not later
 than Tuesday, September 26th.

Mr. J. W. Williams,
 4 Braintree Cres.
 Mrs. M. J. Batchelor, 106G MDE
 Mr. J. McKee, 557 Whytewould
 Mr. J. H. Lord, 42 Braintree Cres.
 Mrs. G. G. Monteith, 421 Com



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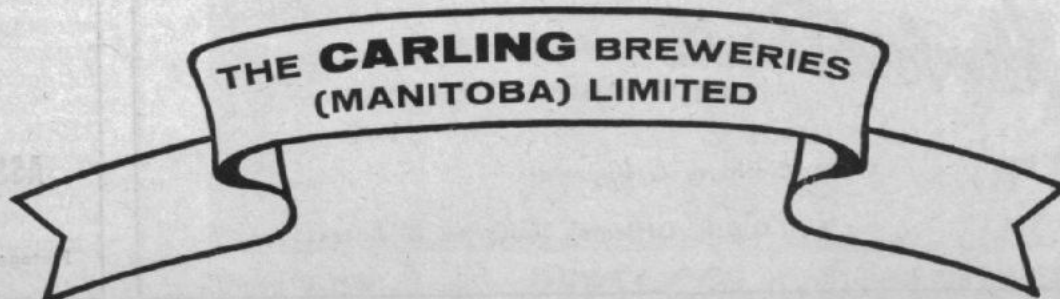
Thus the contributions of science and agriculture have established Manitoba products as a standard of quality throughout the world.



N. McMILLAN
 VE 2-1678

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R.C.A.F. STATION WINNIPEG

The Royal Canadian Air Force at Winnipeg carries out four important tasks as a matter of daily routine. Station Winnipeg does many jobs and supports many smaller RCAF detachments, but the major functions are those of 111 Composite Unit, the Air Navigation School, Central Navigation School, and Training Command Headquarters.

111 Composite Unit is responsible for all Search and Rescue Operations in an area covering 60% of Canada. Albatross, Dakota, and Otter aircraft from Station Winnipeg are known and welcome all over northern Canada. 111 Composite Unit is equipped to search for survivors, rescue them, and carry out all action necessary to the preservation of human life. The men and aircraft of this versatile unit serve under all circumstances and conditions to get the job done.

The Air Navigation School programs two unusual computers. The Navigators and Radio Officers trained for all commands of the RCAF are important components of many military aircraft. There is no one capable of building a one-hundred to two-hundred pound, self-propelled, self-sustaining, combination analogue-digital computer that will compete with a human-being for compactness and reliability. It is the job of our Air Navigation School to train young men to function within the RCAF's Aircrew Team.

No organization as large as the RCAF can operate without trained personnel. Training must always be done for the future. What will the Radio Navigator need to know in the next five years? The rapid developments in Aero-Space Technology make this a potential 64 million dollar question. Central Navigation School's job is to find answers to some part of this question, and prepare the RCAF's Radio Navigator to meet the future. As well as these two tasks, Central Navigation School conducts a series of post graduate courses to prepare RCAF aircrew for the developments in their profession. Navigation and Communications are among the fastest developing areas of the new technology. The RCAF's Navigation

School is one of the leaders in its field.

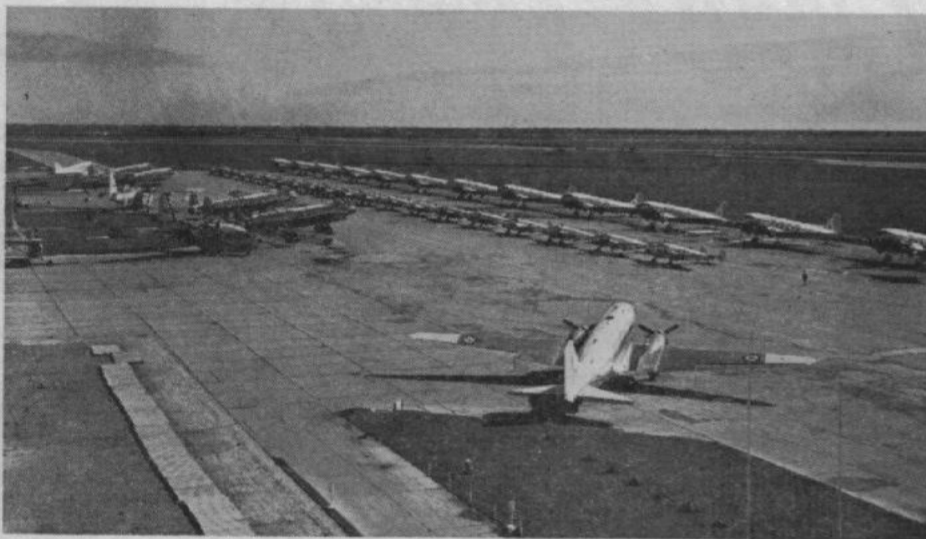
Radio Navigation is only one side of the RCAF's training story. The RCAF trains pilots, technicians, medical personnel, cooks, service police, and many other trades and professions which support the flying duties of the Air Force. Advances in techniques and changes in service requirements demand that the RCAF must always train for the future. Training Command

Headquarters located on RCAF Station Winnipeg, is responsible in seeing that this is done. The most basic requirement for an efficient Air Force is well trained personnel. The RCAF's Training Command Headquarters is looking after the future of your Air Force.

This is RCAF Station Winnipeg! An RCAF station that has been growing with Winnipeg for nearly forty years.

RCAF AT WINNIPEG 1925 to 1946

Winnipeg's association with Government flying began in 1922, when an Air Board Station was established here. The Air Force officially arrived in 1925 with the formation of No. 1 Wing of the newly established RCAF. Since then Winnipeg has always had some element of the RCAF located near the city. The first RCAF station came into being at Winnipeg in 1923. No. 112 Army Co-operation Squadron was formed in 1932, and remained at Winnipeg until the out-break of World War II. This squadron was renumbered



A portion of the aircraft based at Station Winnipeg are shown in this photograph. The 111 Search and Rescue Flight have SA16 Albatross, Lancaster, Dakota and Otter aircraft. The largest unit by far is the Air Navigation School which has 230 cadet officers under training.

No. 2 Fighter Squadron and was the second RCAF unit to go overseas. While it was in active service it became No. 402 City of Winnipeg Squadron.

During the pre-war years, the RCAF in the Winnipeg area was primarily engaged in survey flying, forestry patrol, and did some of the early air mail runs. When World War II flared up, training became the most pressing requirement of the rapidly expanding Commonwealth Air Forces.

The Canadian prairies were selected as the best site for large scale training, and Winnipeg became one of the RCAF's major training centres. No. 2 Training Command was located at Winnipeg in 1940, one of the four commands in Canada responsible for the operation of the British Com-

monwealth Air Training Plan. The plan was devised to train large numbers of Commonwealth aircrew. Winnipeg was the home of No. 3 Elementary Flying School, No. 5 Air Observer School, and No. 3 Wireless School. As the demand for Aircrew Training increased, Numbers 2 and 4 Training Commands were merged under the Air Command at Winnipeg in 1941. At the close of the war, the RCAF had a large establishment at Winnipeg. There were many functional equipment and repair departments, aeronautical inspection districts, a ferry squadron, and three commands located at the University of Manitoba.

There will be many who served in Winnipeg during the war who will remember the men of the British Commonwealth Air Training Plan. The people of Winnipeg are traditionally friendly to those who have made their homes to men of the New Zealand Air Force, the Australian Air Force, the American Air Force, and many men of other nationalities training in Canada for a common cause.

RCAF STATION WINNIPEG

The present RCAF Station Winnipeg was established in 1947 as No. 11 Group Headquarters, 111 Composite Unit, and No. 402 City of Winnipeg Squadron (a unit of the RCAF's Auxiliary), on the site of the old No. 5 Air Observer School. RCAF Station Winnipeg expanded with the Air Force in the post-war years, and the new side of the RCAF station was opened. No. 14 Training Command was formed at Winnipeg to administer the Flying School which opened in Western Canada in response to the build-up caused by the Korean War. Winnipeg was becoming a training centre for the second time.

The formation of NATO created the demand for trained aircrew to rise again. The logical country for this job was Canada. Again the RCAF started a large scale training program.

(Continued on page 7)

CONGRATULATIONS RCAF STN. WINNIPEG ON AIR FORCE DAY

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Training Command Headquarters

Whether a new recruit in the Air Force has been selected for training as a pilot, radio navigator, cook, mechanic, technician, fire fighter, typist or supply technician, he or she will receive the necessary training at the Training Command.

Aircrew training is concentrated in the prairies, while ground crew training takes place in Eastern Canada.

Supervising the training organization is Training Command Headquarters, located in Winnipeg.

The Air Vice Marshal H. M. Carswell, Air Officer Commanding, is the specialist staff of 400 officers, sergeants and civilians guide the 15,000 instructional and student personnel at flying stations and ground training units. The Air Force College in Toronto, University Squadron across Canada and the tripartite College Militaire Royale de St-Jean also come under the supervision of Training Command.

In the present era of rapid change in the space, it is more important than ever to keep abreast of new techniques and develop personnel with a potential to utilize this knowledge and skill. In the past, Training Command of the RCAF has been successful in moulding a force capable of meeting the challenges of the air age.

Training Command Headquarters continues in its essential role of keeping the force's aircraft trained and flying.

III COMPOSITE UNIT

There is rarely a day throughout the year on which the exploits of the Composite Unit are not prominently featured by the various media. The unit is responsible for search and rescue operations in the eastern British Columbia to the western Ontario, most of the West Territories, the Yukon Territory, and the Arctic Ocean. The unit is frequently called upon to provide air evacuation flights to remote northern outposts, in addition to the regular rescue operations.

Operating under the control of the Arctic Co-ordination Centre at Winnipeg, the unit uses two Lancaster, four Dakotas, two Otters, and two Guman CSR 110 Albatross in their rescue work. A team of highly experienced para-rescue personnel is always on stand-by at the base.

IV NAVIGATION SCHOOL

The Air Navigation School at Winnipeg is the only Air Navigation School in Canada, providing the training to wings standard for navigators in the RCAF. The Navigation School provided the NATO navigator training for the RCAF in the post-war years. Navigators for many years were graduated at a rate of approximately 40 per month during the period of NATO training and 2,024 foreign personnel received their wings at Winnipeg. Training at Air Navigation School is now largely for the benefit of although several NATO wings still send a few radio navigators, for training under separate national contracts. The school employs 50 aircraft for radio navigation training.

Several different courses are offered, all located in the modern GIS building at Winnipeg. The courses include a basic navigator course for all navigator trainees, after which the flight cadets are given one of two courses: long-range navigation or radio.

Refresher courses are also given to senior Radio navigators who are leaving ground tours, prior to resuming flying duties.

CENTRAL NAVIGATION SCHOOL

The Central Navigation School is well known in the USAF and RAF, as well as in Canada. The Specialist Navigation Course is conducted at Central Navigation School, and the students are given visits to research, manufacturing, and operational units of Canada, the United States, and United Kingdom. Similar annual visits are made to Central Navigation School by the Specialist Navigation Course of the RAF, and by staff members of the Royal Air Force Flying College and the United States Air Force Academy.

One Specialist Navigation Course is conducted at Central Navigation School each year. This is the most advanced aircrew course given in the RCAF. The course extends from September to June, and there are normally seven students on each course, including one USAF navigator. The course is open to all aircrew trades.

Post-graduate instructors' courses are given at Central Navigation School. There are two separate courses, corresponding to the courses at Air Navigation School. These are known as the Staff Navigator Instructor Course and the Staff Radio Instructor Course. The students attend the School of Instructional Technique before arrival at Central Navigation School.

Another function of Central Navigation School is the maintenance of the standard of observer training for the RCAF. An Observer

Standards Flight prepares training manuals, lecture outlines, syllabi, etc., and sets, monitors and marks all the examinations given at Air Navigation School and Central Navigation School, with the exception of Specialist Navigation Course material.

Central Navigation School also maintains a publications section which produces the printed matter required for observer training, and publishes the quarterly "RCAF Observer", which is distributed throughout the RCAF and in many foreign countries.

402 SQUADRON (AUX)

Having served from 1932 to 1940 as an Army Cooperation Squadron, then as a wartime fighter squadron equipped with Hurricanes and, later, Spitfires, 402 (City of Winnipeg) Squadron was re-organized in May 1946, as an Auxiliary Squadron. Flying training was conducted in Harvard aircraft, in preparation for the Vampires which arrived in 1948. Another change occurred in 1950, when the squadron was equipped with Mustangs, and squadron personnel found themselves back in the army cooperation role, which continued until July 1956.

World conditions had changed, and there was now a need for

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

(Continued on page 20)

CHAPMAN, CHAPMAN AND CHAPMAN

BARRISTERS, SOLICITORS, SPECIAL EXAMINERS, NOTARIES, ETC.

GEORGE THOMAS CHAPMAN, Q.C.
GEORGE E. CHAPMAN, B.Sc., LL.B.
CECIL A. CHAPMAN, LL.B.

TELEPHONE:

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h Air Training Plan... devised to train... of Commonwealth... nipeg was the home... elementary Flying School... Observer School, and... School. As the demand... Training decreased... 2 and 4 Training... were merged under... mand at Winnipeg in... ose of the war, the... ge establishment at... ere were many funct... at and repair depots... cal inspection district... uadron, and three... t the University of... will be many who... eep during the war... ember the men of... Commonwealth Air... a. The people of... friendly Winnipeg op... nes to men of the... land Air Force, The... n Air Force, the... e, and many men of... ties training in Canada... a common cause.

STATION WINNIPEG... present RCAF Station... as established in 1947... Group Headquarters... te Unit, and No. 402... ipege Squadron (a unit... AF's Auxiliary), on... he old No. 5 Air Obs... RCAF Station Winn... d with the Air Force... y years, and the new... the RCAF station... No. 14 Training Com... med at Winnipeg to... the Flying Schools... in Western Canada is... to the build-up cause... ean War. Winnipeg was... a training centre for... time. formation of NATO... and for trained aircre... in. The logical country... o was Canada. Again... started a large scale... (Continued on page 20)

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The Air Navigation School

Many of our readers will remember the Wartime name of "Observer." The name had grown outmoded when we consider the role of the flier today. The title now used is that of "Radio Navigator." In keeping with these changes, the school formerly known as No. 2 Air Observer School" has been changed to the "Air Navigation School."

Now let's go back to the period prior to arrival of the student at the Air Navigation School. The first step is the induction to the Personnel Selection Unit located at RCAF Station Centralia, Ontario. Having taken and passed the aptitude tests, the trainees with the required qualifications are selected for the Radio Navigator's trade. They then attend a comprehensive twelve weeks course at Primary Training School. On completion of the course at Centralia the students are dispatched to Winnipeg.

At Mawdesley Hall all aircrew ground training, other than that of Pilot, takes place. The first phase

is called the "Basic RN Course". This provides the student with adequate training so that the individual can qualify for subsequent Applied (practical) training.

On successful completion of the Basic course the Officer Cadets are awarded a well earned mid-term leave. On resumption of course, the Cadet knows that now he has entered into the most difficult part of the course. There are twenty-seven weeks of hard work to be completed, but the reward on successful completion of the course is the Queen's Commission in the RCAF.



Mawdesley Hall, the school where the radio navigators receive their academic training.

In addition to these courses training, the Air Navigation School also conducts refresher training for those Aircrew officers of the Branch who have been employed in non-flying positions. These refresher courses bring the fliers to the required standard to enter the Operational Training Unit.

The Radio Navigator course is an extensive course which places heavy demand on the individual. The percentage of those students who fail the course is high. For the individual who has the fortitude, the ability, and the competitive spirit it presents a challenge unmatched by the other Canadian Services.

NAVIGATION GROUND

The purpose of ANS Navigation Ground Section is to provide a generic training of sufficient scope to qualify a Flight Cadet trainee to a high degree of proficiency in Navigation.

To achieve this purpose the section employs ten instructors, of which eight are RCAF officers and two are civilian instructors.

Some of the subjects taught in the Navigation Ground Section are Navigation Theory, Navigation Plotting, Magnetism, Instruments, Compasses, Celestial Navigation, Radio and Radar, Air Regulation, Airmanship, and Meteorology.

The Navigation Ground Section establishment is such that each instructor gives an average of one lecture a week, and in order to give a good one hour lecture, at least one hour of preparation is required. In conjunction with the lectures, homework assignments are given to the students, the making of which takes approximately six hours a week. In their spare time the Instructional staff are assigned various secondary duties and they must also maintain continuously a high standard of proficiency in Navigation.

ELECTRONICS GROUND

The average visitor to Air Navigation School on Air Force Base will probably ask "What does Electronics Ground Section have to do with flying?" In actual fact, it has a great deal to do with flying. It is here that the student receives his ground training in subjects which he will later be applying in the air. This training ranges from a course in typing to the operation of a radar set. Each subject within this scope is directly related to the student's function as an aircrew member.

Morse is important to all aircrew members and thus is taught to all students passing through ANS. It is absolutely essential to the Radio Officer since he uses morse code for communication with other aircrew and long range direct communication with ground stations. Such information as flight safety messages, the weather, position reports and other traffic is passed to bases several thousand miles away. In order to send these messages, the Radio Officer must follow a very specific procedure to eliminate confusion or errors, and to enable him to pass his traffic as quickly and as concisely as possible. The exacting methods required for doing this are taught in a subject called Communications Procedure. After successfully completing the course, a student is capable of sending a message that can be understood and acted upon by a

(Continued on page 9)

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The busiest time at the Air Navigation School occurs during the summer months. While people in other walks of life are thinking in terms of vacations the staff of ANS are busy on instructional duties with the large number of students from the Universities and the three Service Colleges in Canada. The Summer Air Training course is approximately twelve weeks in length, and four years of summer training are required to bring these students up to Wings standards.

Considerable help with the summer work load is obtained from the pilots and Navigators from the Auxiliary Squadrons.



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AIR FORCE



BY JOHNNY

AT LAST YOUR OUTDOOR EDITORS WENT FISHING

dition to these courses the Air Navigation School offers refresher training for crew officers of the RCAF who have been employed in other positions. These courses bring the fliers up to the required standard to enter the Operational Training Unit. The Radio Navigator course is a course which places the emphasis on the individual. The percentage of those students who pass the course is high. The individual who has the ability, and the spirit it presents a challenge not matched by the other Services.

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Mr. Bob Mazey — 12 lb. Pike comes to net.



F/L John Bemister — 35 lbs. of Pike equals tired arms.

I cut the motor and the boat gently nosed through the narrow channel between a tiny island and the mouth of a small reedy bay.

My rod was still not ready for action when Bob's red and white Daredevil sang through the air—five seconds—and then Bob was leaning heavily against a rod that was almost torn from his grasp. A few minutes later Bob woefully examined the broken end of 12-lb. test monofilament. Undaunted, he reached for a second rod more aptly loaded with 20-lb. Trilene. Second cast and the photo (upper left above) clearly depicts the result. First cast—strike—was to be the by-word of this one week fishing spree.

It all began this spring when Bob and myself planned a wilderness fishing trip. To satisfy our requirements the area had to be reasonably accessible as far as time was concerned; in other words there was no point in using most of our precious week in transit to and from the place. To travel by air was a possible answer but usually brings the cost of such a trip way out of proportion.

Secondly, this area should contain a variety of fish and fishing; and ardent fishermen such as ourselves might tire of the same thing day in and day out.

After many hours of deliberation based on our own knowledge of the areas, information from

others and telephone conversations with Mr. W. E. Organ—Manitoba's Director of The Bureau of Travel and Publicity; we made our decision—we would use Crow Duck Lake in the heart of Manitoba's Whiteshell Forest Reserve as our base for fishing.

Although the actual distance from Winnipeg is negligible, this area is wilderness fishing with a plus. Only a short year or so past, this lake was accessible only by air or a portage from other lakes in the area, and this latter method was only possible with canoes or other equivalent light craft. Result, almost virgin fishing.

One man has now made possible



This is roughing it?

relatively easy access to Crow Duck Lake. He is Ken MacKenzie, an ex RCAF Lancaster pilot of World War II. Ken decided to try an almost impossible task; that of building a small top-notch fully modern fishing lodge on the shore of Crow Duck Lake. All that we had to do is drive our automobile to the Big Whiteshell Lake (two and one-half hours drive from Winnipeg), contact Ken MacKenzie by radio telephone at the Big Whiteshell camp office and he did the rest. Ken carried us across the Big Whiteshell by boat and once on the other side of this lake we loaded our gear in a jeep equipped with a tow trailer. Ken had cleared a trail through the heart of the forest to Crow Duck Lake. No heavy portage is now necessary.

In actual fact we had departed Winnipeg at 8:30 a.m. this morning and only six hours later we were fishing in Crow Duck Lake.

This lake itself offers 60 miles of shoreline fishing for Northern Pike and Smallmouth Bass; and a 100-yard portage around a waterfall at the North end of the lake is the only obstacle to the endless Winnipeg River chain. Saddle Lake and the smaller side saddle lake are approximately a one mile portage and these lakes are teeming with pickerel (Walleyes) and bass. Forbes Lake, only minutes by Ken MacKenzie's float plane is literally crawling with Lake Trout.

And now the clincher — Bob and myself were fairly certain that an easy portage from Crow Duck Lake would bring us to fishing for Speckled and Rainbow trout. This

we were determined to find out for sure—and we did—but I'm ahead of my story. We will give the full details of our trip in the following issues of VOXAIR.

The first pleasant surprise awaiting us at the end of the jeep trail was the breathtaking view. Four ultra-modern cabins were cozily nestled among the tall trees on the shore of a quiet little bay of Crow Duck Lake. Tied up to a small dock were several 16-ft. aluminum boats keeping company with a float aircraft. The twin bedroom cabins can only be described as luxurious; fully equipped with modern propane refrigerator and range, soft continental beds, coloured shower and bath fixtures, and the cabins were finished with rich mahogany and redwood interiors including natural log burning fireplaces. We don't

(Continued on Page 10)

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MONTREAL WINNIPEG

(Continued on page 10)

CORPORAL'S CLUB



By "KARKKY"

Approximately one hundred corporals were on hand last Friday afternoon to welcome our new commanding officer to the station and to the Corporal's Club.

Festivities began at four thirty when two kegs of free beer were tapped and very efficiently ladled out by Al Shaw and Leo Schriber.

G/C Willis and party arrived at 1700 hours and were escorted throughout the club by our genial PMC Dick Winchester. Pat Munroe, acting as master of ceremonies, introduced the PMC who in turn welcomed our special guests and presented the "Golden Key" to G/C Willis. The CO was high in his praise for the fine efforts put forth by the corporals during the recent renovations.

Unfortunately, due to previous commitments, G/C Willis and party could not be detained to enjoy the fabulously funny antics of Gus and Al Teaque. The Teaque brothers have been with us before but they never cease to amaze and amuse me. They received a big hand for their hilarious act and their accordion duet. Their playing of a

few choice Scottish tunes was very inspiring especially to one Russ Anderson of the SWO's office. Russ did a wonderful job of the sword dance (two mop handles) and was "forced" into an encore due to the tremendous ovation he received. I'm sure this made the Teaque Bros. very homesick. (Better get this boy under contract Al).

(It's amazing the amount of hidden talent there is around our club. I'd like to see it channelled into one big "All Corporals" variety show; sound interesting? Talk it up and we'll see what happens).

The lunch prepared by our mess hall staff was, as usual, very tasty and sure didn't last long with the ravenous crew on hand especially after a few beers.

It turned out to be a most enjoyable get-together and it is hoped that the CO and party enjoyed their brief visit with us.

Don't forget the big party in the club Saturday 15 Sept. (tomorrow night). It's going to be a combination deal, Monte Carlo and dance. The Monte Carlo games will be set up in the games room for all those interested and the dancing of course will be in the lounge to a live orchestra. This is a very good arrangement and shows you have a "thinking committee." The Monte Carlo games will be operated once again by our tremendous ball team. Unfortunately the boys fell a few dollars short of their goal in making enough money for their cardigans so we hope you'll support their games.

I feel they deserve all the support you can give them; they did a marvelous job this summer in

winning the Industrial League championship so let's outfit them the way champions should be. They have given freely of their time and efforts, the least we can do is help them in this very simple enjoyable way.

There will be a very nominal fee of fifty cents admission and festivities should commence at 20:30 hours (8:30 p.m.). So there it is, live orchestra, Monte Carlo, dancing, a lot of fun, and all you pay is fifty cents (which helps our ball team). So we should have a nice crowd. Better come early and avoid the rush.

Something new in the way of golf tournaments is planned for the 23rd Sept. This tournament is primarily for duffers, people that have never or very seldom played golf before. People like myself. Of course any and all golfers are welcome but we do hope to see a lot of "duffers." This is our big chance fellas, I'm sure if you can break 160 you'll get into the prize money. I figure on taking Binkus' "most honest player" title away from him with my 185. All interested persons please submit your names at the bar by Thurs. 20 Sep. so arrangements can be finalized. As you've no doubt noticed, this tournament takes place on Sunday so all you section heads can relax, no need to scrounge time off. There will be refreshments at the club in the afternoon and all prizes will be presented Sunday evening at which time we hope to have entertainment as well. Sound like fun? You betcha! See you at Tuxedo 1400 hours on Sunday 23 Sept. All you need, money-wise, are your green fees.

The first general mess meeting of the season will be held in the lounge at 1600 hours on 27 Sept. All corporals must attend.

Watch for the Promotion(?) Party on the 28 Sep. 1962.

"SEE YOU AT THE CORPORAL'S CLUB" (Home of the City Industrial League Fastball Champions)

AIR FORCE AFIELD

(Continued from page 9) mind "roughing it" for good fishing but when good wilderness fishing is combined with living like this it makes a fisherman's paradise. What is even more surprising is that the rates are very reasonable, easily within reach of the pocketbook.

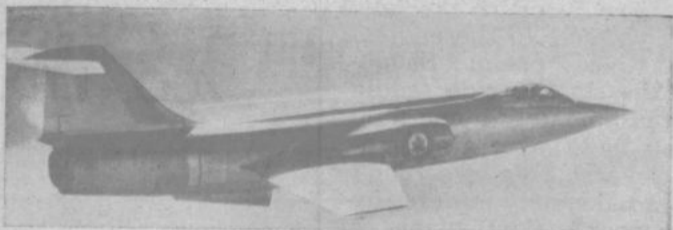
Hungry as we were, we naturally had to drop a lure in the inviting blue water. Only a few minutes by boat and Bob and I were sampling Crow Duck Lake fishing in the nearby area mentioned at the start of the story. While Bob was busily extracting his first 12-pound Pike from the landing net (at the expense of one bruised knee and an overturned tackle box) I managed a modest cast at the same time shivering with anticipation. My lure was only a few feet from the boat on the retrieve I can remember opening my mouth to make some comment about no fish on first cast for me when the lure literally exploded in my face — never finished my comment — couldn't — not with a goodly amount of Crow Duck Lake in my throat. Who said Northern Pike don't leap? We have photos which tell a different story. A light sea foot spinning rod is no match for these fish, but that is where the sport comes in. Incidentally I finally boated that pike, a trophy for Bob's first one.

We didn't hook a Pike on every cast, often we had to make as many as four or five casts for a strike. Even then the odds were against landing those fish. If they did shake the lures loose in the wild moments the Pike would usually dive deep often hopelessly tangling our lines in the heavy underwater reeds. Stop them, a chance; not with light tackle and fish that pull like a locomotive. Arms and muscles can only sustain so much; we were tired, but pleasantly so. We had decided to release all Pike under ten pounds and ended up releasing larger ones.

(Continued on page 11)

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The Central Navigation School

as we were, we just had to drop a lure in the blue water. Only a baby boat and Bob and me were sampling Crow Duck in the nearby bay. At the start of the day while Bob was busily setting his first 12-pound Pike landing net (at the expense of one bruised knee and a broken tackle box) I managed to cast at the same time with anticipation. When I was only a few feet from the retrieve I can't remember opening my mouth to comment about no fish at least for me when the lure exploded in my face. I finished my comment — not with a goodly pile of Crow Duck Lake in my hand. Who said Northern Pike? We have photos which tell a different story. A light sea fishing rod is no match for a Pike, but that is where the fun comes in. Incidentally, I once boated that pike, a first one.

I don't hook a Pike on every cast. In fact we had to make as many as five casts for a strike. When the odds were against those fish. If they didn't take the lures loose in the moments the Pike would dive deep often hopelessly against our lines in the heavy water reeds. Stop them, not with light tackle but with a pull like a locomotive and muscles can only stand so long; we were tired, but persistence. We had decided to release under ten pounds and then releasing larger ones.

Since its inception in 1942, at Summerside, Manitoba, the Central Navigation School has grown steadily in the light of its motto "Scientia — Science Leads", providing a professionally qualified establishment capable of keeping pace with the complex developments in navigation. With the end of the Second World War the school closed and the Specialist Wing of the school moved to Summerside late in 1945 to become the nucleus of the permanent Air Navigation School. The CNS was again formed as a separate organization with added responsibilities during the Korean War and remained at Summerside until 1954 when it moved to its present location at Winnipeg. CNS is recognized as one of the leading authorities in the field of navigation, responsible for educating Radio Navigators and dealing with the complex problems associated with aircraft, missiles, space vehicles, guidance and control and communication systems.

CNS has conducted numerous post-graduate courses for Radio Navigators and other specially selected courses as required from time to time. Post-graduate studies are given to those officers in the RCAF who have received their wings from the Air Navigation School and undergone at least one more tour of operational duty throughout the various Commands of the RCAF. The two main categories of post-graduate courses are Staff courses and the Specialist Navigation Course. The Staff courses of which there are four

each year, are the Staff Radio Instructor (SRI) and the Staff Navigator Instructor Long Range (SNI-LR)). Also provided, when service requirements dictate, is the Staff Navigator Instructor Airborne Interception (SNAI). Each course lasts for a period of 16 to 17 weeks teaching officers the techniques which will academically qualify them as instructors for their particular trade or to fill staff positions. Each course has ten or twelve students in attendance.

The Specialist Navigation Course is the highest level of post-graduate education given at CNS. As the course is 48 weeks long, SpecN students are given intensive academic background which enables them to understand advances in technology, new equipment and concepts. The purpose of the SpecN Course is to develop an environment based on a systems concept which is the blending of operational and technical aspects of aircraft, missiles, and space vehicles. Students also receive lectures from guest speakers who are highly qualified in subjects dealing with supplement the programme, the SpecN Course visits military and civilian agencies engaged in training, operations, experiments, research and manufacturing. Radio Navigation officers who are selected for the course are highly qualified graduates of the CNS Staff courses or pilots of equal qualification. The present course has 4 RCAF navigators, 2 RCAF radio officers and 2 RCAF pilots.

The Radio Navigator Standards

section of CNS has the major responsibility of setting and monitoring standards for Radio Navigator training as well as providing manuals and examinations for both basic and post-graduate courses in navigation. Another feature of CNS is the Evaluation and Reports Section which provides the yearly reports on projects and visits undertaken at CNS. CNS also publishes a quarterly paper, the RCAF Observer, which is the trade journal for service Radio Navigators.

Winnipeg. At the same time 14 Training Group Headquarters was dissolved.

RCAF STATION WINNIPEG TODAY

Today RCAF Station Winnipeg is one of the largest Air Force Units in Canada. The station now controls, or provides administrative services for 111 Composite Unit, the Air Navigation School,

(Continued on page 14)

R.C.A.F. STATION WINNIPEG
(Continued from page 6)

ing program that was to graduate more than five thousand pilots and navigators from eleven NATO countries. Again RCAF Station Winnipeg was a centre for aircrew training. The new site on the west side of the airfield was expanded to feed and house the large number of navigation trainees who came to Winnipeg in the years between 1950 and 1957.

In 1959 Training Command Headquarters moved from its longtime home at RCAF Station Trenton, Ontario, to RCAF Station

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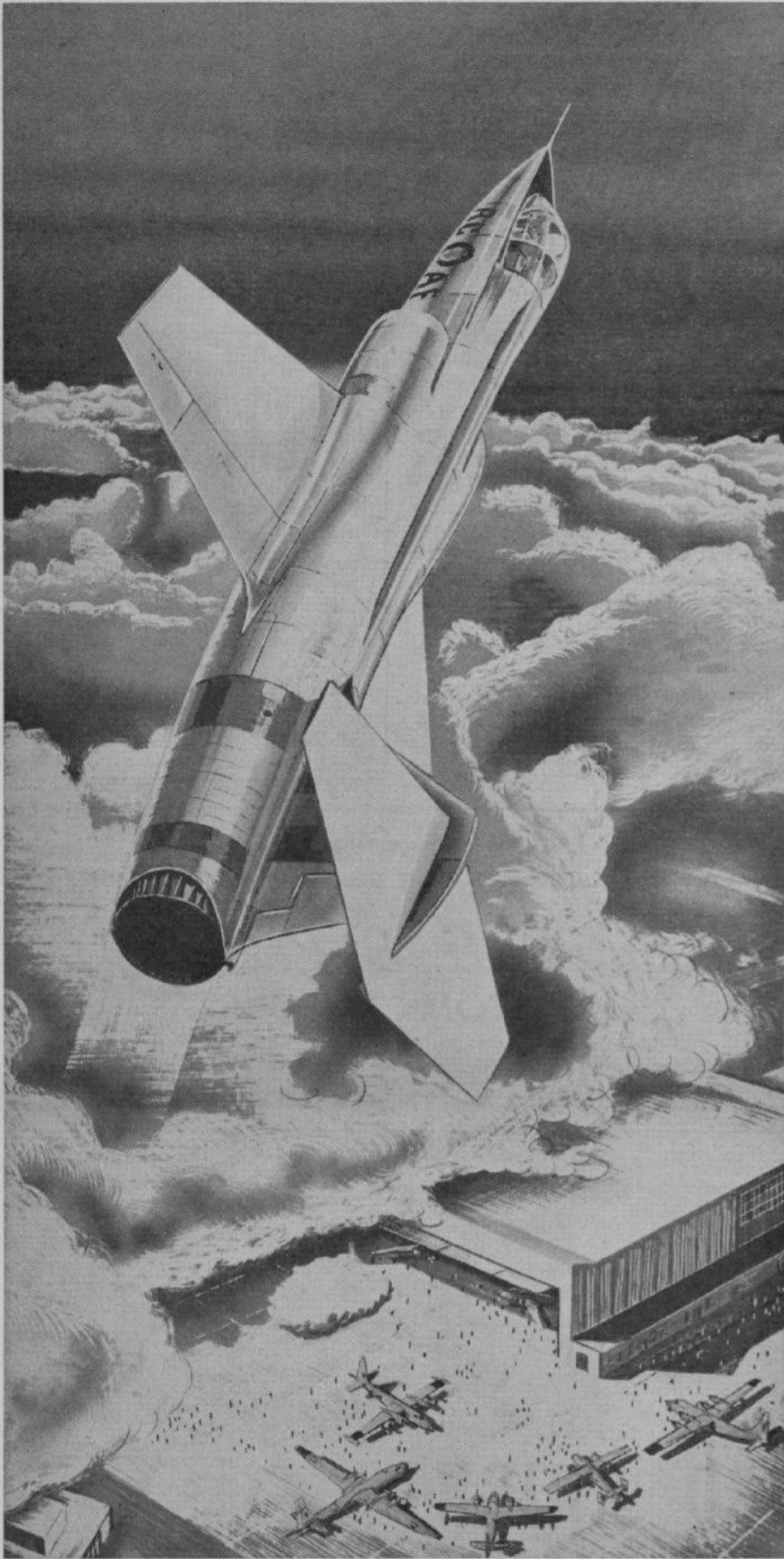
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Greetings to the . . .

"RED KNIGHT"
and the
"GIMLI SMOKERS"

BEST WISHES TO R.C.A.F. WINNIPEG ON "AIR FORCE DAY"

. . . from **O'Keefe**



CF 104 over Station Winnipeg.

MOBILE GROUND DISPLAY

- 1:52 P.M.—BAND AND GUARD DISEMBARK
- 2:00 P.M.—ARRIVAL OF AOC TO INSPECT GUARD
- 2:05 P.M.—BAND AND GUARD MARCH INTO HANGAR
- 2:10 P.M.—CALISTHENICS
- 2:15 P.M.—TUMBLING, TRAMPOLINE AND PYRAMID DISPLAY
- 2:23 P.M.—BOX HORSE DISPLAY—YMCA GYMNASTS
- 2:29 P.M.—"GIRLS" XBX—RCAF WINNIPEG PERSONNEL
- 2:38 P.M.—TRUCK RODEO—SAFETY CAVALIERS
- 2:49 P.M.—PRECISION DRILL—RCAF STN. WINNIPEG GUARD.

Air Force by P

FLYING DISPLAY

The following items of interest will be featured in the Flying Display:

- 2:50 P.M.—"GOLDI LOCKS"
- 2:55 P.M.—C47 TAKE-OFF
- 3:00 P.M.—GOLDI-LOCKS DISPLAY
- 3:12 P.M.—C47 DRIFT CHUTE
- 3:13 P.M.—LANCASTER TAKE-OFF
- 3:14 P.M.—OTTER SHORT FIELD TAKE-OFF
- 3:17 P.M.—OTTER SHORT FIELD LANDING
- 3:18 P.M.—ALBATROSS "JATO" TAKE-OFF
- 3:20 P.M.—C47 LIVE DROP
- 3:21 P.M.—ALBATROSS TAKE-OFF
- 3:28 P.M.—MUSTANG TAKE-OFF
- 3:29 P.M.—HELICOPTER DISPLAY
- 3:33 P.M.—MUSTANG AEROBATICS
- 3:40 P.M.—CHIPMUNK FLYING DISPLAY
- 3:44 P.M.—HARVARD "OLD LADY" ACT
- 3:54 P.M.—GIMLI SMOKERS
- 4:02 P.M.—RED KNIGHT
- 4:08 P.M.—CF101 "VOODOO" FLYPAST



The Argus aircraft of Maritime Command roars in to combat... aviation experts to be the...

ce by Program

AY

STATIC DISPLAY

be featured in the

Displays of the following items and units are located in the north end of 16 Hangar and qualified personnel will be on hand to answer any questions.

LAY

- AIRCRAFT MAINTENANCE
- AIRCRAFT ENGINES—JET AND RECIPROCATING
- GROUND HANDLING EQUIPMENT
- INSTRUMENT AND ELECTRICAL EQUIPMENT
- ARMAMENT
- SAFETY EQUIPMENT
- T33
- TRAINING COMMAND
- CL-41 MODEL
- INSTITUTE OF AVIATION MEDICINE
- AIR NAVIGATION SCHOOL
- NUCLEAR DEFENCE
- TELECOMMUNICATIONS EQUIPMENT
- SEARCH AND RESCUE
- PUBLIC INSPECTION OF C47 AND C45
- MOBILE EQUIPMENT VEHICLES.

OFF
D TAKE-OFF
D LANDING
TAKE-OFF

OFF
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TICS

DISPLAY
ADY" ACT

FLYPAST



me Command roars in to combat enemy submarine. The Argus aircraft is considered by aviation experts to be the best aircraft in the air today.



C-47 Dakota, the old tried and true workhorse of the RCAF has seen many varied roles from transport duties over Burma to Air Navigation training at Winnipeg.



C-119 "Packet" in use both at home and overseas as part of the RCAF's transport commitment.



CF-100 all-weather jet fighter presently in use with RCAF units overseas.

STATIC AIRCRAFT DISPLAY

These aircraft will be parked on the tarmac in front of 10 Hangar and around 16 Hangar.

- HERCULES—OPEN DISPLAY
- YUKON—OPEN DISPLAY
- ARGUS—OPEN DISPLAY
- COSMOPOLITAN—OPEN DISPLAY
- PACKET—OPEN DISPLAY
- ALBATROSS, LANCASTER
- NEPTUNE, T33, OTTER
- DAKOTA, SABRE, AND CF-100.

SEARCH AND RESCUE

111 COMPOSITE UNIT

111 Composite Unit, stationed at RCAF Winnipeg was one of the first units formed here after WW II. In 1947 the Government of Canada approved a plan making the RCAF responsible for Search and Rescue in Canada. Canada is divided into four Search and Rescue Regions, Pacific, Western, Eastern, and Atlantic. Winnipeg is the base of operations for the Western Area. Aircraft of 11 Composite Unit carry out their duties in an area covering Manitoba, Saskatchewan, Alberta, The Yukon and North West Territories, and a small part of Northern Ontario. This is a lot of ground to cover, nearly two and one-half million square miles or 60% of Canada's land area.

111 Composite Unit, under the Command of Squadron Leader H. J. Galen, does an apparently impossible variety of jobs. In 1961, "One-Eleven" as it's called, flew thirteen hundred hours to complete thirty-two search missions, effected fifteen Mercy Missions, assisted in Forest Fire Suppression, and did the many jobs that only this unit could do. In this year alone "One-Eleven" can claim to have saved the lives of fifty-four men and ten dogs. Don't laugh. Dogs are a pretty important part of life in Northern Canada.

The Search and Rescue Business is not the only part of this unit's activities. They also provide routine transport of personnel and freight in Western Canada, and operate a small flight of aircraft used for proficiency flying by aircrew doing a ground tour at Training Command Headquarters.

Training Command Headquarters is the principle controlling agency for "One-Eleven". Searches are conducted under the control of Rescue Co-Ordination Centre at Winnipeg, which is the centre of a communications network reaching over the entire two million mile area. Transport and other forms of flying are also under the control of Training Command.

The variety of jobs is reflected in many different aircraft used by "One-Eleven". The aircraft used in Search and Rescue Operations are, two Lancasters, two Dakotas, and two Otters. The Dakota and the Expeditor are used for Transport and Proficiency Flying, there are also some T-33 Jet Trainers in use in the Proficiency Flight.

The RCAF is always growing. "One-Eleven" is no exception. Within the past year, two new aircraft have been added to the unit, one to each side of operations. The CSR-110 Albatross Amphibian, has become operational as a primary

Search and Rescue Aircraft. This 16-ton work-horse will operate out of water, snow and off normal runways. The Albatross, or "Alberta" as it is known to its intimates, is a fitting replacement for the almost irreplaceable Dakota. It is designed to operate out of the difficult spots that are an every day part of Search and Rescue Operations.

The increasing need for fast transport aircraft has been felt at "One-Eleven" for some time. Aircraft suitable for Search and Rescue are not necessarily suitable for Transport Operations. To fill this need one of the RCAF's new Cosmopolitan CL 540 Turbo-Prop transport aircraft has been assigned to Winnipeg. The modern Cosmopolitan carries 44 passengers and a crew of 5 at 300 MPH at a height of 23,000 feet for 1400 miles.

One-Hundred and Forty Officers and men are needed to carry out the job at "One-Eleven". There are many trades. The operations groups includes, pilots, radio navigators, flight engineers, crewmen, para-rescue jumpers, and a large group of trained volunteers used in land search operations. The trades that are necessary to keep the operations side flying include, aero-engine and air-frame technicians, radio and radar techs, instrument and electrical men, and many more. The close co-operation between aircrew and ground crew at "One-Eleven" is a large factor in the success of this unit's operations. There is a strong team spirit; a man is proud to belong to 111 Composite Unit, RCAF Station Winnipeg.

ing Unit and a medical unit. Technical Training Unit provides evening training to City School students during the winter, and gives them a full indoctrination during the summer. The RCAF Auxiliary is a citizen's Air Force. Every member of this important section of the Air Force has a full time job in civilian life, and gives much spare time to support 17 Wing.

RCAF Station Winnipeg is the Parent Unit for 15 Air Cadet Squadrons located in Winnipeg, Kenora, Geraldton, and the Lakehead. The Air Cadet League of Canada, in cooperation with the RCAF, provides a variety of interesting activities for more than 1,200 young men. Young men are not the only ones interested in aviation. At the Lakehead there are 60 young women who have formed a self-supporting female arm of the Air Cadet movement. While they are not officially recognized as Air Cadets, they are an enthusiastic element in Lakehead cadet activities.

The RCAF supports the Cadets with training material, scholarships, and whatever assistance it is possible to give. In return, a large percentage of the Cadets join some branch of the RCAF with a solid Air Force background.

These are the jobs of the RCAF in Winnipeg. The job is reflected by Station Winnipeg's physical size.

RCAF Station Winnipeg covers 1010 acres with 200 buildings. More than 2,300 civilian service personnel are employed in Station Winnipeg's National Defence Role. The monthly payroll is in the vicinity of one million dollars, a significant factor in the area. Sixty eight aircraft based at Winnipeg fly 33,000 hours a month on Training and Transport Operations, and support Search and Rescue missions.

RCAF Station Winnipeg is located in St. James, on the southwest corner of Stevenson Field. Station is like a good sized town. There is a residential area, barracks blocks for single people, a housing development for 647 Air Force families. There is a business district including, seven hangars, Headquarters, Mawdesley Hall (home of the Air Navigation School and the Central Navigation School), a fire hall, and many offices and shops that serve similar functions to ones in your town.

The Air Force is not an isolated community. Beside the 647 families in Air Force houses, an equal number live in private homes in Metropolitan Winnipeg. RCAF personnel are very much part of the community. They belong to Service Clubs, Professional organizations, and take part in many activities that you enjoy in your spare time.

Today, the RCAF has invited you to see your Air Force in action. We are very happy to have our neighbours over to see us at home, and learn what RCAF Station Winnipeg is accomplishing as part of your community.

Elsewhere in this paper are sketches of the major units of RCAF Station Winnipeg can be found.

WHAT'S COOKING

BY CAROLE
The Food Services section is headed by F/O Yvette Services Officer, who left for Toronto to study her dietetic in preparation for her entrance here in the fall. She should have no difficulty in continuing her training.

...the first of the Combined Mess returned from a short leave. She managed to get a rest after the strenuous work in her daughter's room.

...McKay and family returned at Nutimik Lake. They had a good time with his young son, who is a large Jack. He is beside his father's side. I guess that's the best camping for the time being.

...requests have been made by some of the air crew. The Combined Mess does not play music during the night. Sorry boys, but the music-to-eat-spaghetti is not in the cards.

...A Maciag of the Combined Mess will soon be starting work after a leave. He is recuperating from a long illness and should be back and ready for duty.

...The Fleet has asked for some of the Food Services personnel to be assigned to support our operations. It is hoped to be a success. Many prizes, including towels, are being given.


...Safely there may be some of the things we'd like to have.

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R.C.A.F. STATION WINNIPEG

(Continued from page 11)
Central Navigation School, a Technical Unit, an Air Movements Unit, No. 51 Ground Observer Corps Detachment, the University of Manitoba Services Unit, a Community of Manitoba Squadron, and a Recruiting Unit in downtown Winnipeg.

Station Winnipeg supplies support for No. 17 Wing (Air Transport Command) Auxiliary Headquarters Winnipeg. No. 17 Wing has functional control of No. 402 City of Winnipeg Squadron (Auxiliary) which was one of the first flying units of the RCAF to be stationed at Winnipeg in 1932 as No. 112 Army Cooperation Squadron. When you are down at Assiniboine Park visiting the zoo, see Sergeant Minto, Winnipeg's only grizzly bear, and 402's Squadron Mascot. 402 Squadron is at home and going strong!

The No. 17 Wing of the RCAF has many functions besides flying. There is an Auxiliary Recruit-

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and a medical unit. Training Unit gives training to City High students during the winter. It gives them a full time position during the summer. RCAF Auxiliary is a part of the Air Force. Every member has a full time job and gives much support 17 Wing.

Station Winnipeg is the unit for 15 Air Cadets located in Winnipeg, Geraldton, and the Lakehead. The Air Cadet League in cooperation with the RCAF provides a variety of activities for more than 100 young men. Young men are only ones interested in the program. At the Lakehead the young women who have self-supporting female Air Cadet movements are not officially recognized. Air Cadets, they are a vital element in Lakehead activities.

RCAF supports the Air Force with training materials, equipment, and whatever assistance is possible to give. In some large percentage of Air Force activities in some branch of the Air Force back at home.

are the jobs of the RCAF. The job is reflected in Winnipeg's physical environment.

Station Winnipeg covers an area with 200 buildings. Most of the civilian service personnel are employed in Station Winnipeg. The national defence role. The payroll is in the vicinity of a billion dollars, a significant amount in the area. Sixty eight aircraft are based at Winnipeg fly 350 hours a month on Training and Operations, and also on Search and Rescue missions.

Station Winnipeg is located in St. James, on the south side of Stevenson Field. It occupies a large Air Force base like a good sized town. It has a residential area, banks for single people, a development for 647 families. There is a business district including, seven hangars, Mawdesley Hall, the Air Navigation School, the Central Navigation School, a fire hall, and many shops that serve similar to ones in your town.

the RCAF is not an isolated unit. Beside the 647 families in Air Force houses, an equal number live in private homes in the St. James area. RCAF members are very much part of the community. They belong to clubs, Professional organizations and take part in many activities that you enjoy in your town.

the RCAF has invited you to see your Air Force in action. We are very happy to have you spend hours over to see and learn what RCAF Station Winnipeg is accomplishing for your community.

ere in this paper is a list of the major units in Station Winnipeg can

"WHAT'S COOKIN"

BY CAROLE

The Food Services section bade farewell to F/O Yvette Bustin, Food Services Officer, who recently left for Toronto to commence her dietetic internship. Judging from her enthusiasm and concentration here in Winnipeg, she should have no difficulty in completing her training.

Sea Hunt of the Combined Mess returned from a short leave. She managed to get a few days rest after the strenuous activities involved in her daughter's wedding preparations.

WO2 McKay and family spent a weekend at Nutimik Lake in the Whiteshell. They had a very good time, with his young son, Jimmy catching a large Jack-fish. He'll be proud to be beside his father's catch of minnows! I guess that's good-bye to trailer camping for this season.

Recent requests have been made by some of the airmen eating in the Combined Mess dining room. Twist music during the noon-hour. Sorry boys, but that just isn't music-to-eat-spaghetti-by.

Mr. A. Maciag of the Flight Services Mess will soon be returning to work after a lengthy leave. He is recuperating from a minor operation and should be well rested and ready for work—right?

Sgt. Fleet has asked me to encourage the Food Services section's potential bowlers to come out this fall and support our team. Last season proved to be a lot of fun—too many prizes, but lots of drying towels.

Incidentally, how about a few requests from some of the other sections. Surely there must be some we'd like to hear about.

STAGE STRUCK

BY DOT

The lights grow dim, the audience hushes, the curtain parts, the play begins. The first play of the season will be that hilarious comedy, "The Man in Dog Suit," even the name suggests fun and what a laugh filled play it is. It's all about this man who bites women and . . . whoops mustn't give the plot away. For those of you who have the acting urge, even if you've never trod the boards before, come on out and give it a try. Casting will be held on the 17th of September at 7:30 p.m. in the Station Drama Club.

The director of "The Man in the Dog Suit," is Capt. Frank Ervin of the Royal Canadian Army, a fellow who is not only a really great guy but also a top director with many plays to his credit. Frank has worked with various amateur groups across Canada and we feel very fortunate to have him associated with our group.

Parts to be cast are:

Six men in the late twenties and early thirties age span. One of these is a very intellectual type who tries to synchronize his beanie propellers so that he can take off into orbit. As you can tell we will type cast this part so all you beanie wearers come out and do your stuff.

Four women parts, including the standard mother-in-law type and three girls in the late twenties and early thirties age group.

If you'd like to audition for any of these parts or if you'd just like to come out and watch we'd be glad to have you. That's Monday, September 17th at 7:30 p.m. Any people interested in the backstage work for this production might also drop around Monday, remember it takes more than just actors and actresses to put on a show.

Don't forget "THE MAN IN THE DOG SUIT" castings will take place MONDAY, 17th of SEPTEMBER at 7:30 p.m. in your STATION DRAMA CLUB.

ANS NUMISMATIC NEWS

By MICHAEL J. KOSTER

And so vacation time has come and gone once more and I am sorry to say I did not catch that big pike I went after. Lake Brereton is a nice spot to fish but I'd rather be somewhere along the Winnipeg River or Grand Rapids where the fish are larger and strike oftener.

Getting back to our hobby of collecting coins, I will attempt to bring you some details on the subject from the great country south of us, The United States of America. My coin books inform that American coinage started away back as early as the year 1776.

Among the EARLY AMERICAN COINS which appeared before the first regular Mint issues of 1793, there is a great deal of variation and considerable confusion or obscurity about their origin or the authority for issuing them.

For instance the CONTINENTAL DOLLAR made of Pewter "CURRENCY" in 1776 is rare. The 1776 Silver "CURRENCY" coin is very rare. The 1776 Brass "CURRENCY" is also rare. The 1776 Pewter "CURRENCY" coin is in the same category. Then there is the 1776 Pewter EG FECIT and the 1776 Silver EG FECIT which is also extremely rare.

In 1783 the U.S.A. issued NOVA CONSTELLATIO COPPERS (cents) with pointed rays emerging from the centre on the obverse side. Thirteen stars are located near the tips of the rays for the 13 states. The reverse shows the year 1783 and inscription BERTAS ET JUSTITA curved near the

edge. Some were struck with blunt rays the same year. In 1785 these were issued with pointed and blunt rays also, but the pointed rays coins show CONSTELL instead of Constellatio. The 1786 issue has pointed rays with CONSTELL inscribed on the obverse.

The BAR CENT has no date on it. Large U.S.A. letters is all it has on one side. On the opposite side there are 13 horizontal bars only, supposedly designed from Revolutionary soldiers' buttons, with 13 bars representing the 12 states.

By the way, Winnipeg's Second Annual Coinerama takes place at the Civic Auditorium this year for three days. It got under way yesterday and ends tomorrow, Saturday, 15th of September 1962. I don't know what they are charging for admission. Try to attend this big do if you can because it will really be something to see. Doors will be open at 10 a.m. until 10 p.m.

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The children's field day turned out to be a great success. Unfortunately the weather was not the best, which moved the operations indoors at the old drill hall. Folks were slow arriving and I'm sure lots did not attend. Never the

less, there was a crowd of about 100 who ate hot dogs and ice cream, and drank Coke, 7-Up and orange, until it ran out their ears. I don't think the round-about has cooled down yet, old '97' put on more miles around the parking lot that afternoon than it does a week around the hangars. The pony

rides were a great attraction, with a line-up from the time they arrived until they left.

I'm sure most fun was had during the races, starting at three years old and going up to Mums and Dads. This dad didn't get a prize for speed but managed to get a sucker in the sack race. Mum didn't do so good either, with her tight skirt pulled above her knees, she still never made the first three. At quarter to five we took off with our bunch of overfed balloon-loaded children wondering who had the most fun, the kids or the parents. A big vote of thanks must go to the fellows who worked hard before, during and after the show to make it so successful. By the way, most of the organizers are single fellows too. Once again, thanks a lot boys.

CALENDAR

- 22 Sept. ----- Band Dance
- 28 Sept. ----- Monte Carlo
- 29 Sept. ----- Bingo Dance

CURLING NEWS

It sure has been a mighty short summer, and although many folks are still engaging in weekend camping and fishing trips, they may be slightly shocked to find out that the curling season is less than one month away. Most of us look with regret upon the shortening days and the cool nights which bring us closer to the winter season. However, a slight margin of satisfaction can be gained when we consider the prospect of another approaching curling season, during which we can renew friendships which have in many cases remained dormant throughout the past summer. Old friends, some of whom we haven't seen since hanging up the broom last spring suddenly appear out of nowhere, and once again we will soon become embroiled in the warm social activities and spirited competition which make curling the great game that it is.

During the curling season last year, approximately 380 persons participated in the regular, mixed and junior leagues. In addition to this number, the inter-section curling saw keen competition and enthusiastic participation. It is expected that the forthcoming season will be no less successful, and in fact a general increase is anticipated. For this reason, all those interested in joining the club are urged to start giving some thought to making your plans, forming your rinks and drumming up some enthusiasm amongst new prospects.

Your committee is busy formulating plans for the new season, and it looks like it will shape up to be a dandy. Some of the more important items are listed below for your general information.

It is hoped to get the season underway on the 1st October, so

it is important to start registering your entries at once. Those interested in curling but who have no particular rink to curl with should contact WO1 Graham at local 341 for the Regular League and F/O Barnett at local 40 for WO1 Taylor at 424 for the Mixed league. Entries for the Junior league will be limited to 32 rinks so the sooner your rink is entered the better your chances of being included.

The rate for curling this year will remain almost the same as last year. Club membership will be \$10.00 with an additional fee of \$10.00 to curl in the Regular league, \$5.00 to curl in the Mixed league and \$3.00 to curl in the Junior league. An added item of interest for Junior curlers this year will be the Senior league within the junior ranks. This will enable those young people who have more experience to form stronger rinks for competition within this league. There will operate in addition to the regular junior curling league. An additional \$3.00 fee will be charged for those wishing to participate in this group.

During the last week of September, F/L Girard and FS Comm will be in attendance at the Curling Club to collect membership fees. Remember, it is important to get your entry in early, so call WO1 Graham at 341 now and register your name. If you have no rink to curl with, every effort will be made to include you with other curlers to form a reasonably good rink. It is further proposed to hold a Curling Clinic this year during the early weeks of the season. This will be for Junior curlers, beginners in any of the leagues, or even those who have curled before, and will pick up a few tips from some of the "Old Timers."

Let's give it a real good start this year, and ensure the most successful season that our club has ever known.

AIR FORCE AFIELD

(Continued from page 10)

First time we have played fish shake and then deliberately try to shake the lures loose so as not to have to boat them. A fish shake come true.

Back to our cabin and a feast of nicely browned fillets washed down with plenty of hot coffee and we turned in for an early rise and what promised to be, and was, a week in a fisherman's heaven. Note: To be continued in the following issues of Voxair.

KADET KORNER

BY HAMMER

Last weekend seemed to be all 'round good weekend in the mess. Starting with T.G.I.F. on Friday night which saw, or better put, heard some brilliant harmonies in the isobar to the sweet tones of an accordion.

On Saturday night in the mess a large crowd turned out for the record dance which was quite a success.

As everyone's sore muscles will tell we started fitness at 6:30 am this week and I didn't realize that I was getting quite that old.

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3 COMMUNICATIONS UNIT

The 3 Communications Unit, under the command of Communications Control Headquarters in Ottawa, has been operational at RCAF Station Winnipeg for over seven years. Along with five other Communications Units that cover Canada from coast to coast, the 3CU in Winnipeg is active 24 hours every day of the year. These units and CCHQ comprise the Communications Relay Network which is a major portion of the Air Force Administrative Communications System. All elements are linked by radio and teletype communications through the RCAF at home and abroad.

Warrant Officer R. H. Mitchell is Officer Commanding 3 Communications Unit which has an establishment of one hundred airmen and technicians; these skilled communicators and tradesmen man the eight sections that comprise the Unit. In addition, there is a clerical staff of two to man the Unit Orderly Room.

Four of the sections are technical and WO2 R. G. Griffith, as Technical Warrant Officer, is responsible for their efficient operation. These include a Receiver Plant at Winnipeg, a Transmitter Plant at Winnipeg and a Micro-wave Receiver Station at Fort Whyte. The Unit is equipped with sleeping and dining facilities which enable Communications Technicians to staff the Unit on a continuous basis. Schedules are run from the Station MSE and supported by the ComTechs to and from the Unit.

The Central Radio and Teletype Maintenance Workshop is located at the Unit proper, where a host of specialized radio and teletype equipment requires maintenance. The Techs in blue smocks over their green uniforms, the Techs from these sections range out through the operating areas carrying out spot maintenance or moving equipment to replace equipment that requires shop maintenance.

Telegraph Techs also do some work in the course of their duties. The 3CU is responsible for maintaining teletype machines in the RCAF message centres located at Winnipeg, 9 Air Movement Unit, Bristol Aircraft and Canadian Aviation Electronics. Full time is found to undertake various technical projects that contribute solidly to the advancement of RCAF communications.

Warrant Officer J. W. Morgan, one of the RCAF's senior Communications Supervisor, is responsible for the four operations sections of the Unit. As Operations Warrant Officer he keeps a close check on the pulse of the Communications Centre, Military Aeronautical Communications Services Station, the Tape Relay Centre, and the Circuit Control Point.

The Military Aeronautical Communications Services Station at Winnipeg is a part of a nation-wide RCAF communications network with headquarters in Winnipeg. The 3CU Centre provides communications to and from military aircraft airborne between Winnipeg, Ont. and Edmonton, Alta. It also handles communications as far north as Churchill. Communications Operators, proficient

in morse, man this section 24 hours a day.

3CU's Communications Centre ranks with the busiest in the RCAF and remains open 24 hours a day to cope with the heavy traffic. It provides full service to Training Command Headquarters, 3CU, 111 Composite Unit and the Search and Rescue Unit, and partial service to all other RCAF formations in the Winnipeg area. It has direct contact with several other RCAF establishments by Telex and also operates facilities to transfer RCAF messages on to Canadian National

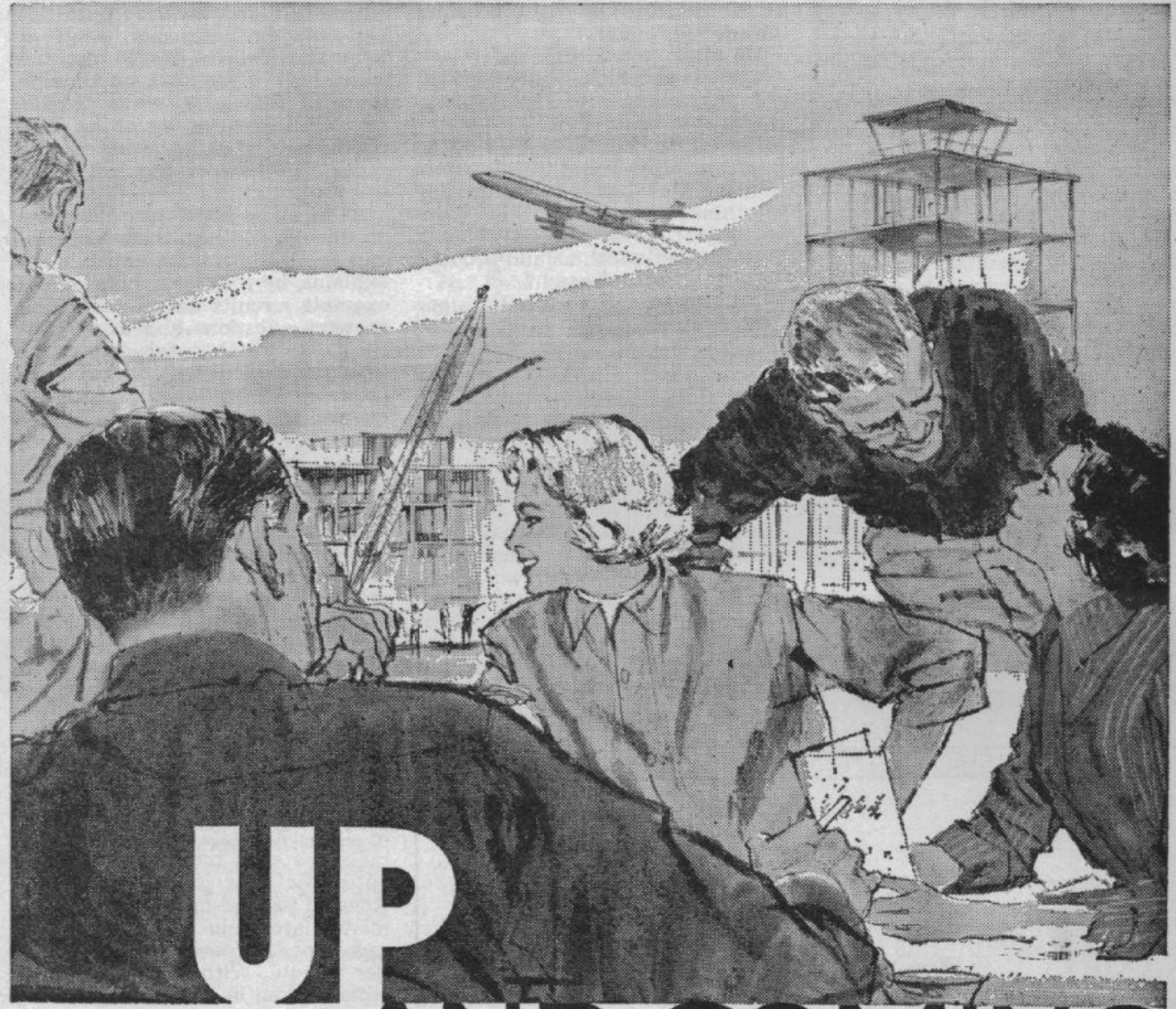
or Canadian Pacific Telegraph networks for delivery to locations not served by military communications. In addition to regular circuits a direct line is held to the Search and Rescue Unit to facilitate handling of that unit's operational messages. The Comcen employs several Civil Service Communicators during day and evening shifts. A handful of ComOp NCOs who have long since cut their teeth on RCAF communications ensure top performance standards are maintained.

Circuit Control Point is a small but complex section that is responsible for providing the best possible circuits at all times. There is

no close liaison with commercial Wire Chiefs, operational areas, technicians, remote sites and CCPs of other Communications Units. All in all, this is exacting work which demands the most of those ComOps who are selected to man the CCP.

The Tape Relay Centre forms the largest operational section of the Unit in role and in activity. Four flights of Communications Operators, each flight headed by a Senior NCO, man the relay in twelve-day shift cycles. As a vital link in RCAF and National Defence communications networks, the Relay handles many thousands of

(Continued on page 18)



UP AND COMING

Another Canadian achievement: Winnipeg International Airport.

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"The Instructor"

G. H. KEIL

It is one of those hot sultry days so common in the mid-summer in southern Manitoba. The temperature is 96 above and George King, sitting in his office on the lower floor of the Air Navigation School at Winnipeg, silently curses the government for not air-conditioning its buildings. He is hot and he knows he is irritable. His newly pressed uniform has lost the clean neat appearance of that morning. The crease above the knee is just one of many wrinkles now, and there are specks of chalk on his shirt and shoes. He is staring down at the lesson plan for his next lectures. He is trying to concentrate but the mucky heat supercedes everything. He gives up reading and leans back and closes his eyes. He tries to conjure up a pleasant cool vision of a quiet stream, with large hungry trout; but now that he is not staring at the folder in front of him, he sees only the outline of the lesson for the next class. It is a difficult lesson to "put across". He remembers the trouble

he had learning the intricacies of video amplifiers when he first started instructing Electronic Theory. He knows the students will have difficulty too. If only there were a simpler method of explaining the square wave then most of the other aspects would be much clearer. He'll have to think more on it in the Fall, when the lecture load is smaller. Summer is a busy time of the year at ANS, as the student population doubles (because of the university student summer training program) but there is no increase in the ground instructional staff. R-i-n-g! The warning bell; class commences in five minutes.

F/L King opens his eyes, blinks at the bright sunlight then looks down at his lesson plan, glancing at the main topics quickly before closing the folder.

He rises slowly—no one moves quickly in this heat,—puts the folder under his arm and proceeds to the door.

On his way out he glances at the program board to confirm the room number. The first break of the day he thinks as he notes the room is 13 just down the hall. It's a corner room which should produce at least a small draught.

With every step down the wide, locker-lined corridor he composes himself; straightens his shoulders, smooths back his hair with his hand, flicks a speck of chalk off his tie. He regrets now not going home for lunch and a clean pair of trousers; but he just couldn't muster the energy. Only a few paces from the door now, he hears the duty cadet call the class to attention. His earlier lassitude gives way to a little knot of excitement in his stomach, that he always gets before starting a lecture. This slight tension used to anger him in his early days of instructing, but now he hardly notices it.

He greets the duty cadet with a terse "Good afternoon", takes the

seating plan from the cadet's outstretched hand and without looking either left or right proceeds to the podium across the room from the door. He carefully lays the lesson plan and seating plan on the lectern. He looks up: "Be seated gentlemen", a gentle order to start a long afternoon. He turns to the chalkboard and starts writing his outline quickly on the left slate. Going over it quickly in his mind as he writes:

- Video amplifier
- high frequency response
- low frequency response
- compensating circuits

Ref; Book 11 pgs. 44 to 56 inc.

Just as he turns to face the class the bell goes again, indicating the start of the period. He hates this second bell for it invariably startles him and he loses his trend of thought. Now he has to get the mood back again, but no time to think of that now, while twenty sets of eyes are watching and twenty sets of ears waiting for the routine preface of the lecture to begin.

As he starts his lecture there are no thoughts other than his subject and his class. He expands, he explains, he reiterates, he sketches example circuits on the board, he answers questions and asks questions, he watches for the vague look of a student who doesn't comprehend. He praises and badgers. He works hard at his job.

R-i-n-g! Is the period over already! It takes him by surprise. He never completely finishes this lecture in one period; but only half-finished, that's not good enough! He quickly summarizes. No one learns after the ending bell has gone.

He picks up his lesson plan and moves toward the door. The class jumps to attention as he leaves.

Down the hall again back to his office. He has put video amplifiers out of his mind. He has another class in ten minutes.

the days of WW II. Most of the airmen are serving out their second or third engagements (of five years each). Most personnel are graduates of 1 Radar and Communications School in Clinton, Ont.

This then is 3 Communications Unit, its duties and its personnel. The Unit strives for top efficiency which is a must in RCAF communications. 3CU gained recognition in this respect when it was awarded the RCAF Efficiency Trophy by Communications Units in 1955 and again in 1961.

3CU personnel are never all together in one place. Even when the Unit parades for OC's Inspection on Monday mornings, there are some who remain by the circuits to ensure that the official message of MCRN is carried out. The motto is—"Sure and Swift".

ANS

(Continued from page 8)

country in the world. This capability is essential for flights which take RCAF aircraft to all parts of the world. However, knowing morse code and communication procedures is not enough. The student must also understand the equipment he will be using to carry on communications. For this reason he is taught Communications Equipment which covers the various transmitters and receivers he will be using in the air. His knowledge of this equipment must be sufficiently extensive to enable him to make necessary repairs while in flight.

Besides communications, the Radio Officer is also responsible for operating Airborne radar equipment. In order to operate the radar effectively the student must have a thorough knowledge of radar operating procedures and radar equipment. Radar is used by the aircraft crew for aiding navigation, avoiding storms, tracking surface

(Continued on page 19)

3 COMMUNICATIONS UNIT

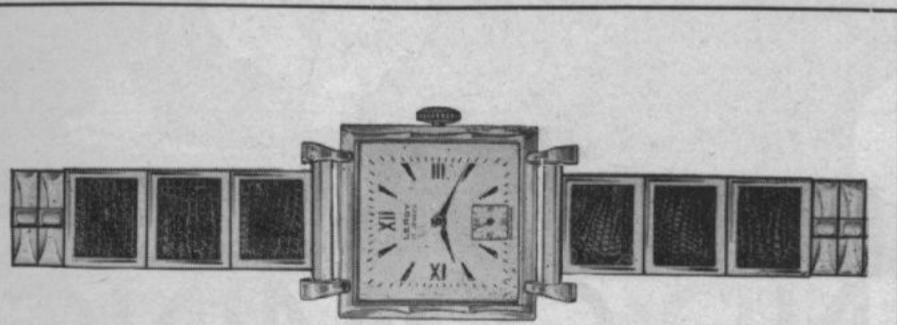
(Continued from page 17)

messages each month using semi-automatic tape relay equipment. Rows of banked-up teletype equipment clatter out perforated message tapes at speed up to 75 words per minute. With a source of circuits feeding in, some of which are major trunk circuits, and as many leading out, the pace is swift and the clamour continual.

Although the bulk of the messages handled are RCAF in origin it is not uncommon to see messages of the RCN, Canadian Army, USAF, USN, US Army, RAF, RAAF, and NATO messages passing through.

All eight sections of 3CU are headed by senior NCOs, all of whom have had continuous RCAF communications experience since

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The "Red Knight"

The RCAF's Red Knight is a flying Officer D. J. Barker of Lakeview, Ontario, a jet pilot with 10 years in Europe and the air force's international air-firing team.

He leaves from his home as an instructor at the Flying School at Portage. F/O Barker has flown red T-33 Sabres which has taken the past four years in Canada.

The Red Knight's show begins with a routine loop after take-off manoeuvres including a clover-leaf; horizontal and vertical rolls; inverted flying. The show is varied according to the weather.

A unique feature of the show is that all manoeuvres are carried out in the vicinity of the airfield. The task with a 1000 ft. altitude.

Flying Officer Barker joined the RCAF in August, 1956, after flying training at the base in Gimli, Manitoba, receiving his wings in November, 1956. He joined the Sabre Jet course at the Central Flying School in December of 1956.

He was transferred to the 444th Fighter Wing, Gimli, where he spent three years with 444 Fighter Wing.

During this period he was a member of the RCAF team winners of the 1957, symbolic of the supremacy within the Central Flying School. F/O Barker attended high individual competition.

In March, 1960 he was posted to Station Portage and is employed there as an instructor at No. 2 Academy.

(Continued from page 18) ... ships, or preventing collision aircraft. Closely associated is "ECM" which is the main ingredient of electronic warfare. The very complicated nature of ECM is taught at ANS. This is very involved.

In order to understand communications equipment, ECM, a navigation and flight instrument are electrical in nature. Students must have a knowledge of electronics. All students passing must take Electronic Theory, the seventh in the series taught in Electronics.

Upon completion of the Electronic Group course on to Electronics. He puts into practice the knowledge he has gained in instruction.

September 14, 1962

The "Red Knight" — 1962

The RCAF's Red Knight for 1962 is Flying Officer D. J. (Dave) Barker of Lakeview, Ont., a former jet pilot with Canada's NATO forces in Europe and member of the air force's international championship air-firing team.

On leave from his regular job as an instructor at No. 2 Advanced Flying School at Portage la Prairie, Man., F/O Barker will fly the bright red T-33 Silver Star jet trainer which has thrilled crowds for the past four years at air shows across Canada.

The Red Knight's twelve-minute show begins with a roll off the top of a loop after take-off. His other manoeuvres include a Cuban-eight; clover-leaf; hesitation, rudder and vertical rolls; loops and inverted flying. The programme may be varied according to time available at different locations.

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

Flying Officer Barker joined the RCAF in August, 1954. He undertook flying training at Stations Moose Jaw, Gimli, and MacDonald, receiving his wings at Station Gimli in November, 1955. In February, 1956 he joined the RCAF Regular Force and completed the Sabre Jet course at the Operational Training Unit, Chatham, N.S., in December of that year.

He was transferred overseas to the Fighter Wing, Germany, where he spent three years as a Sabre pilot with 444 Fighter Squadron.

During this period, he was a member of the RCAF Air Firing Team, winners of the Guynemer Trophy, symbolic of air gunnery supremacy within the Allied Air Forces, Central Europe. During this time F/O Barker attained the overall high individual score of the competition.

In March, 1960 he was transferred to Station Portage la Prairie where he is employed there as an instructor at No. 2 Advanced Flying School.

NAVIGATION AIR

Most of the activity of Station Winnipeg is directly concerned with the activities of the Air Navigation School. Three-quarters of the military flights originating at Winnipeg are of navigation or radio details. The ground school occupies the large and impressive Mawdesley Hall, and A.N.S. aircraft fill more than two hangars. The school employs a staff of 70 pilots and 60 instructors, and trains a number of students ranging from 200 in mid-winter to a peak of more than 300 in the summer months.

Activity is the keynote at A.N.S. On any day can be found classrooms full of students listening to lectures, working on plots or exercises, learning to type and receive morse code, and labouring through exercises on synthetic navigation or radio trainers. At five in the morning, the first students will be putting their rooms in order and rushing to breakfast; at six o'clock they are in the briefing room, and at eight o'clock, when other persons are only beginning work, the last aircraft will be off ground and setting course for some point in Saskatchewan or Northern Ontario. At nine in the evening the last aircraft of the afternoon detail will be taxiing in, while those students who flew in the morning may be completing the day's assignments, or preparing for a flight or an examination on the morrow.

Flying at A.N.S. is done in the reliable Dakotas and Expeditors aircraft. The Dakotas are used in the training of long-range navigators and radio officers, and the Expeditors in basic navigation training. The normal training is carried out in an area 350 miles from Winnipeg. Students on these flights practise most of the techniques which they will later use on long domestic and trans-oceanic trips.

Most students spend about ten months at Air Navigation School. Flight cadets and commissioned officers of the RCAF (Regular) come direct from Central Officers School at Centralia, Ontario, and undergo continuous training until reaching wings standards. Students of the service colleges and civilian universities who are enrolled in the Regular Officers Training Plan

(R.O.T.P.) spend three summers here and return after graduation for four to five months of continuous training. On arrival at Winnipeg very few of the Cadet Officers have had previous flying experience. When they graduate as officers they are qualified in either the Navigator's or the Radio Officer's trade. On completion of a few months of further training, at an Operational Training Unit, the Radio Navigator joins an RCAF's operational squadron.

At present five cadets of the Royal Norwegian Air Force are members of a regular course at the Air Navigation School.

ELECTRONICS AIR

In the 22nd week of his course, the student commences synthetic and airborne training under the guidance of the staff of Electronics Air. During this phase of training his previous instruction by the Electronics Ground and Morse Sections begins to bear fruit. All previous study and training, phase tests and final exams have brought the embryo radio officer to the point where he must assimilate his knowledge in a practical vane.

His final phase of training presents a considerable challenge to the student. Until now his problems could be solved in Man's natural element—on the ground. Now, however, the precise and demanding function he must perform have to be carried out in new and difficult surroundings. The psychologi-

cal problem involved with undergoing training in a "Flying Classroom" a mile or more above the earth cannot help but reduce to some extent the efficiency of the trainee and for this reason efforts are made to ensure that he is above the acceptable standards as he goes through this Airborne training.

OFFICER DEVELOPMENT AT ANS

The RCAF in the training of its aircrew, is concerned not only in training of fliers, but in training them as officers. The RCAF defines leadership as "the art of influencing others to achieve the aim." If this quality (or art) can be instilled in the graduates of ANS, then the officer training section have completed their task. A graduate must have the professional knowledge, integrity, common sense, and the ability to command in order to be considered a good leader.

To achieve this aim the RCAF instructs its trainees in the fields of Air Force History, Law, and Administration, at the Central Officers' School in Winnipeg. As the Flight Cadets progress in their training they assume greater responsibility in the running of their Cadet organization. The executive of this Cadet organization is composed of members of the Senior Courses in the school.

Leadership cannot be taught effectively. (Continued on page 20)

of WW II. Most of the serving out their second engagements (of five years) personnel are graduates of Radar and Communications School in Clinton, Ont. There are 3 Communications Schools and its personnel strives for top efficiency. It must in RCAF communications gained recognition when it was awarded Efficiency Trophy in Communications Units in 1955 and 1961. Personnel are never all in one place. Even when parades for OC's Inspection Monday mornings, there are those who remain by the shore to ensure that the official message is carried out. The "Sure and Swift".

From page 8) In the world. This capability is essential for flights which require F aircraft to all parts of the world. However, knowledge of radio and communications is not enough. The student must also understand that he will be using to carry out communications. For this reason is taught Communications equipment which covers the transmitters and receivers used in the air. The knowledge of this equipment must be made extensive to enable necessary repairs in flight.

In communications, the student is also responsible for the Airborne radar equipment in order to operate the radar. The student must have a high knowledge of radar procedures and radar. Radar is used by the crew for aiding navigation in storms, tracking surface

(Continued on page 20)

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Winnipeg Supply

(Continued from page 18)

ships, or aircraft, and preventing collision with other aircraft. Closely associated with this is "ECM" which stands for Electronic Counter Measures. ECM is the main ingredient for any type of electronic warfare and is therefore very complicated. The ECM course taught at ANS only touches the very involved field.

In order to understand the communications equipment, the radar equipment, ECM, and all of the navigation and flight instruments which are electrical in nature, the student must have a basic knowledge of electronics. For this reason students passing through ANS must take Electronic Theory. This is seventh in the list of subjects taught in Electronics Ground.

On completion of his training in Electronics Ground the student goes on to Electronic Air where

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ANS

(Continued from page 19)

fectively in the classroom. The trainee is set an example by his superiors, and then given a chance to exercise his powers of leadership. The Cadet Code of Honour; "Truth—Loyalty and Courage," are the pass words to a successful career in the RCAF and in the service of Canada.

Staff members have all had one or more tours of operational flying before coming to ANS, and as such, are fully aware from personal experience of the problems confronting the students. This results in a greater than average interest in these problems and sincere desire on the part of the air instructors to assist in any way possible.

The air instructors are fully aware of the important role they play in the final training of a trainee to wings standards and as

such derive considerable satisfaction in seeing the end products of their handiwork go forth to operational squadrons as confident and qualified member of the RCAF Aircrew Team.

FLYING WING DUTIES

The job of introducing and orientating the candidates into the ways of the air falls to the pilots and airplanes of the school's Flying Wing.

The aspiring candidates begin their flying in the "Basic" navigation course by logging approximately forty-three flying hours in twelve flights. These flights are carried out in a C45 aircraft, which is a twin engined light transport operated by Royal Canadian Air Force. During this early phase of the training syllabus students learn such helpful tips as how to map read, operation of the radio com-

pass and possibly how to find their way home after getting thoroughly and irrevocably lost.

At the end of this period the students' capabilities are assessed and they are selected to specialize in either Long Range Navigation or as Radio Officers. The navigators continue their flying training on the time tested C47 (Dakota) aircraft of World War II vintage. Flying Wing flies twenty-four trips with each student in the 17 weeks that are spent in this advanced phase of the training. Included in this total of 130 hours are several night flights where the student navigators practice "astro" navigation by plotting the stars.

The five-hour navigation exercises usually takes them to Saskatoon, Regina, Kenora and Sioux Lookout. In addition flights to the isolated communities of Churchill and The Pas, Manitoba give the fliers a taste of northern flying.

The advanced training of the Radio Navigators on Dakota Aircraft, requires 16 weeks to complete. During this time the students are given twenty-one flights in which they log approximately 114 hours flying time each. Because of the nature of this training the flights are of shorter duration (average length of a trip is three and one half hours) within range of the Winnipeg short wave ground station. Devils Lake, North Dakota, Brandon, Dauphin and Portage la Prairie, Manitoba are all familiar landmarks to Flying Wing pilots who fly these routes.

When the student with an aura of competence, completes his final navigation flight, there is a perceptible change from that first nervous flight he made while in the "Basic" course. The "beginners anxiety" has now disappeared. A familiarity with this medium dispels the fears and the previous illusions are assuaged by a growing love and deep respect the student now feels for the sky. It is this sky to which the students profession and his life are now dedicated. Achieving this dedication is the prime responsibility of Flying Wing.

TRAINING COMMAND

(Continued from page 7)

The most startling change of role concerns wartime operations with the civil authority, the Metropolitan Civil Defence Organization. In this role, 402 will give authorities confirmation of ground zero, and assessments of damage in the bomb area. Finally, there will be evacuation route reconnaissance, and provision of transportation for relief columns and communications.

The people of Winnipeg are

most familiar with one of the highlights of 402 Squadron activity. An excellent pipe band has performed at all major parades, and other occasions, for several years. In kilts of RCAF tartan, the band presents a striking appearance at parade.

THE RCAF LIVING IN WINNIPEG

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

The Station Winnipeg Curling Club entered 22 rinks in the Manitoba Bonspiel in 1961, and several of these acquitted themselves well against the "name" for winners in Manitoba is justly famous.

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

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

Other recreational facilities include a Drama Club, which produces four major three-act presentations each year, an auto club with repair facilities, and a large hobby shop with facilities for building any type of article from a scale change purse to a large cabin cruiser. A volunteer station has been established for many years, and has appeared at many events throughout Manitoba.

Winnipeg is well equipped with mess facilities. A modern combined mess building provides lounge facilities for aircraftmen and houses a Corporals' Club, in addition to the normal messing facilities. Officers have a large post-war mess building, and an identical building is provided for the flight crew trainees. The NCOs and warrant personnel have separate wartime mess buildings for their use, which have been attractively renovated since the re-opening of the station.

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

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



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TECH

The Technical School and diverse other (CTSO), with all people is the "b Aircraft Maintenance human brain need of blood to en efficiently, so th of RCAF Station Radio and N requires the sup and effective organization

The maintenance of Navigation consists of Navigation School in hangars 1 Composite Unit serv on 2 and 3 on the Aircraft Repair in lower hangar. Wi has main section sections such a Electrical and Safety to maintain the air and airworthy cond

The Navigation School commonly called S after the day of Dakota and Exp serving navigator men while the light servicing ca maintains the S and proficiency The tasks of these are strong inter-section softball, volleyball, bowling, flag-football and hockey leagues.

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RCA

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TECHNICAL SERVICES

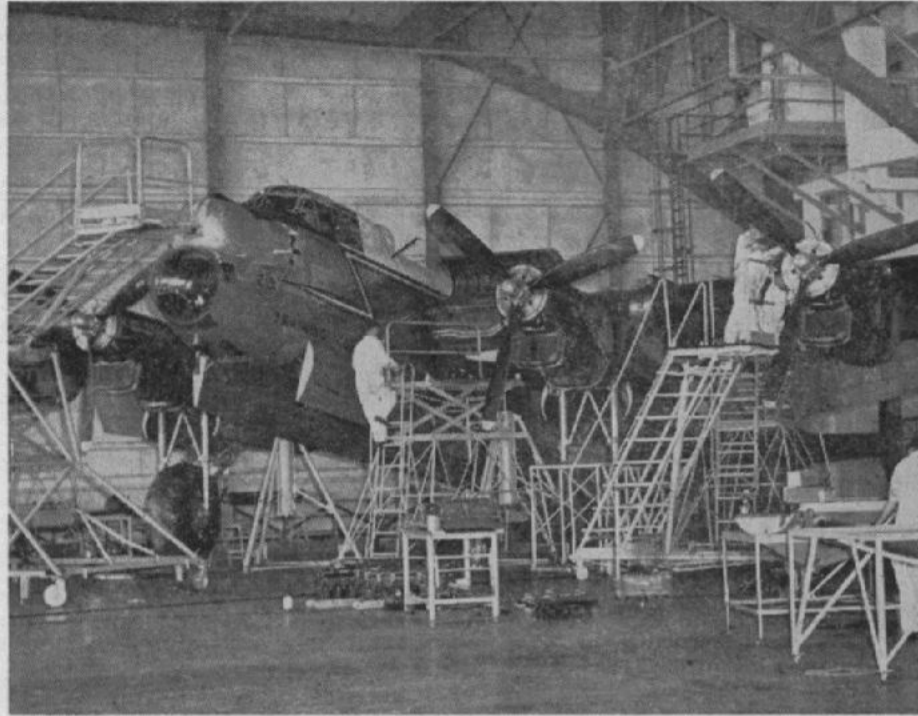
The Technical Services component of Station Winnipeg is a large, complex and diverse operation. Headed by the Chief Technical Services Officer (CTSO), Wing Commander McArthur, this complex of about 200 people is the "backbone" of Station Winnipeg.

Aircraft Maintenance — Just as the human brain needs a constant supply of blood to enable it to function efficiently, so the prime function of RCAF Station Winnipeg to train Radio and Navigation Officers requires the support of an efficient and effective aircraft maintenance organization to enable it to function.

The maintenance organization at Winnipeg consists of three major parts: Navigation School servicing located in hangars 10 and 11; 111 Composite Unit servicing in hangars 2 and 3 on the east site; and Aircraft Repair in the large Candler hangar. Within each of these main sections are various sub-sections such as Instruments, Electrical and Safety Equipment — to maintain the aircraft in a safe and airworthy condition.

The Navigation School servicing, commonly called Servicing West, looks after the day to day flights of Dakota and Expeditor aircraft, carrying navigator and radio students while the 111 Composite Unit maintains the Search and Rescue and proficiency flight aircraft. The tasks of these sections consist of refuelling and marshalling of the aircraft and completing minor repairs and daily inspections. The Repair section performs the more major tasks including regular periodic inspections, engine changes, metal repairs, modifications and engine build-ups.

Here are a few facts to give you some idea of the work carried out by aircraft maintenance technicians at Winnipeg. In the past eight months over 6,500 aircraft landed and over 6,800 aircraft departed. Over one million gallons of fuel was dispensed, 3,000 daily inspections and 200 periodic inspections were performed. Aircraft ranging in size from the giant C106 "Yukon" transport to the tiny deHavilland "Chipmunk" were serviced. Hundreds of passengers and tons of freight were handled by these aircraft which have to meet rigid airline type schedules. Many hours were flown on searches, and each search aircraft carried maintenance airmen who acted as engineers, crewmen and attendants, and attended to the mechanical needs of the aircraft when they landed.



A Lancaster aircraft undergoing a periodic inspection in Number 16 Hangar.

Today's aircraft are highly complex and expensive pieces of equipment and consequently the knowledge and proficiency of the airmen who work on these aircraft must be of the highest order. Over 60% of the airmen at RCAF Station Winnipeg are employed on aircraft maintenance and high tribute must be paid to these men whose skills and efforts are so important in keeping the aircraft serviceable.

Mobile Support Equipment Section furnishes Station Winnipeg and all lodger units with complete transport coverage ranging from staff cars to snow removal equipment. These operations are carried out by about 100 people and 130 vehicles on a 24-hour basis every day of the year. A large number of our vehicles are allotted to user sections. Some of these users are Security Investigation, Ground Observer Corps, Technical Services Unit, Recruiting Unit and RCAF Station Flin Flon.

The refuelling of aircraft is one of our larger operations. On an average day between 20,000 and 25,000 gallons of aviation fuel are issued to about 45 aircraft. This fuel would be enough to operate four automobiles a distance of 100,000 miles each.

In the winter months we have a heavy responsibility for snow and ice removal at Winnipeg. It is of primary importance that the runways and tarmac areas be kept open day and night. Therefore this phase is truly a 24-hour commitment during the long cold winter months.

The general purpose section looks after freight and passenger services. These include such items as an inter-site bus which provides a 12-minute passenger service to all major points on the station. Our vehicles log more than 900,000 miles each year. Our accident

rate is low when compared with similar enterprises throughout the country.

Construction Engineering Section is responsible for the administration, organization and co-ordination of all construction engineering activities including design, supervision, maintenance of all structures, roads and grounds, maintenance and operation of utility plants and services, fire and crash protection and fire fighting.

To carry out construction engineering activities at Winnipeg there is a staff of about 150 people. This complement is augmented by 30 to 80 casual day laborers, depending upon the project workload.

The Construction Engineering Section at Winnipeg is one of the larger ones in the RCAF, and includes these subsections:

ADMINISTRATION — Processes to projects and shops about 6,000 work orders per year. Accounts for the expenditure of all funds for construction, maintenance, purchase of material, local contracts and civilian payroll.

DESIGN AND REQUIREMENTS — Scrutinizes about 1,000 work requests and from these requests prepares estimates, plans, specifications, descriptions and justifications for about 250 projects annually.

PREVENTIVE MAINTENANCE — Carries out preventive maintenance on a four-month cycle in 200 buildings including 8 hangars, 105 permanent married quarters, and 14 apartment blocks which house 112 families.

(Continued on page 22)

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quadron activity. An...
band has performed...
parades, and other...
for several years. In...
RCAF tartan, the band...
striking appearance

THE RCAF LIVING IN WINNIPEG

Station Winnipeg...
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possesses one of the...
recreation centres, wh...
a modern air-condition...
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Station Winnipeg...
Curling...
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several...
acquitted themselves...
against the "name" for...
Winnipeg is justly famous.

Team sports are not...
and RCAF Station Win...
has won many service...
titles in hockey...
all. Softball, soccer, b...
and cricket are other...
at Station Winnipeg...
representation, and...
long inter-section...
all, bowling, flag-foo...
key leagues.

There are 40 sports...
Winnipeg personnel...
sports include golf, t...
tennis, archery, fenc...
and skiing.

recreational facilities...
Drama Club, which...
our major three-act...
each year, an auto club...
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throughout Manitoba.

Winnipeg is well equipped...
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one-half of the aircrew...
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l the things which...
the satisfaction and...
of service life, including...
working conditions, recreational...
ilities of all types, and...
relationship with the...
community, Station Winnipeg...
very high among RCAF...



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TECHNICAL SERVICES

(Continued from page 21)

PROJECTS AND SHOPS — The Projects and Shops subsection includes electrical, plumbing, heating, painting, glazing and carpentry shops which carry out maintenance, alterations, and minor new construction in the 200 buildings.

OPERATIONS — Composed of three groups — roads and grounds; heating plants; water supply and sewage plants. The roads and grounds group maintains an equivalent of 30 miles of paved road, 10 miles of gravel road and 1,010 acres of grounds. The heating plant group heats the majority of buildings with one high pressure central heating plant and four low pressure plants. The water supply and sewage plant group operates and

maintains one water pump house, one sewage treatment plant, one sewage lift station, one swimming pool clarification plant, and two bulk fuel storage compounds.

FIRE PREVENTION — Operates on a 24-hour basis with a staff of 26 airmen. They provide fire protection for all station buildings and crash protection for all RCAF aircraft. This flight responds to all RCAF, Department of Transport and civilian aircraft emergencies. The rolling protection includes one class "A" fire pumper, one Ansul dry chemical crash truck, one FWD crash truck and one pyrene foam crash truck.

Telecommunications — The Telecommunications Section is a vital part of Winnipeg, providing as it does, communications of all types

both on the ground and in the air, as well as radar facilities for search and navigation.

Telecommunications is an involved section employing some 100 technicians and specialists who service equipment ranging from office intercoms and public address systems to the complex Ground Controlled Approach (GCA) radar system whose services are used by both civil and military aircraft. A similar system was employed to maintain the "Berlin Airlift." It is operated on a 24-hour basis with maximum possible serviceability being required.

To maintain these systems a wide variety of test equipment is required. About 40 different test sets are used varying in complexity from single instruments to multi-

chassis interconnected units in which courses in operation are required.

A records and quality control section ensures a smooth flow of equipment through the shops by maintaining records of each piece of equipment which is used as a basis for maintaining high quality performance.

Supply — The Department Store of Winnipeg is its Supply Section which, in service parlance, is responsible for the logistic support of the station. This means that the Supply Section is charged with the responsibility for supplying the station with all of its needs to operate, with the exception of food

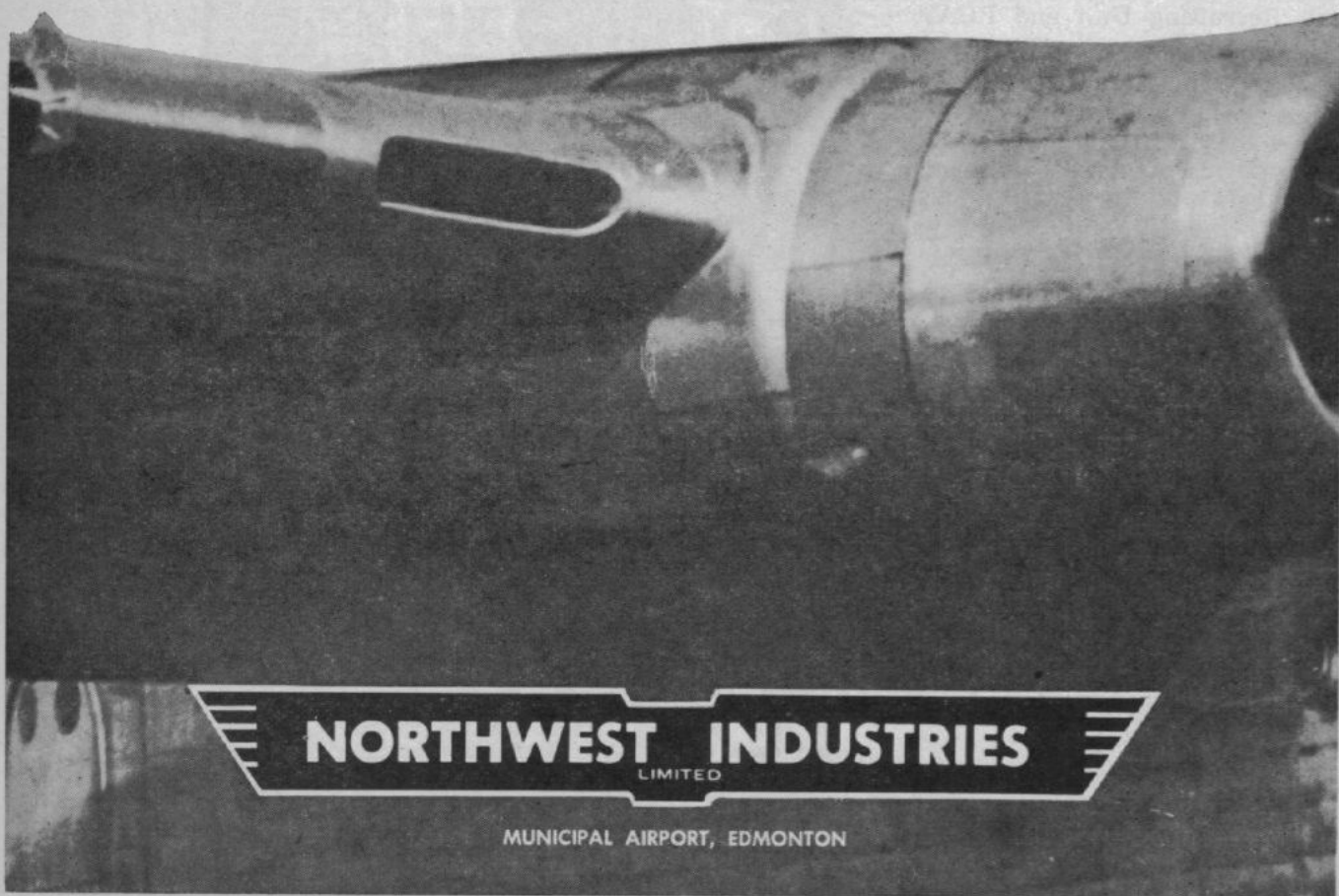
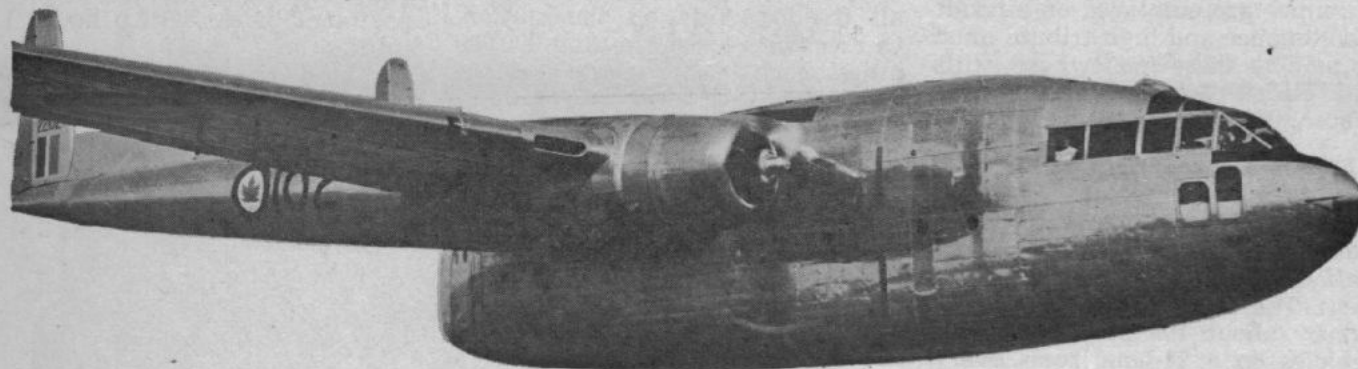
In essence, they operate a department store which covers a wide range of material and services. An indication of the scope of its activities can be gained from a listing of requirements which are met by supply personnel. These include complete aircraft and parts, radar and radar equipment, motor vehicles and other motorized equipment, housekeeping materials, clothing for airmen and airwomen, as well as special protective clothing, publications and stationery supplies, office equipment, specialized items required for day-to-day operation at a large and complex Air Force installation. In all, the supply section stocks or handles some 40,000 items, each item being required in varying quantities at different times.

Those people whose memories of service life include long hours of standing in line at "stores" and filling out multitudinous forms to obtain equipment would find things vastly changed in today's RCAF. For example, services such as clothing stores are now operated on an "open-all day" basis with "sales" across the counter much as in a shop. Equipment is now supplied to user sections in response to telephone requests with

(Continued on page 23)

ENGINEERING and DEVELOPMENT

carried out at Northwest Industries has been the key to progress in many fields of Canadian aviation. The advanced oil cooling unit designed for the C-119 is an example of the company's achievements in this field. Research and development is a major part of Northwest's aviation services — the most complete in Western Canada.



NORTHWEST INDUSTRIES

LIMITED

MUNICIPAL AIRPORT, EDMONTON

GOING PLACES?



'FOR A REAL GOOD MOVE'

CALL
SU 3-5412



960 Logan Ave.

TECHNICAL SERVICES

(Continued from page 22)

bulk of the paper... Supply personnel... In addition... equipment... maintained by supply personnel... to the users to... highly trained... waste time collected... Winnipeg, in... time and labor... there is also... Supply Groups" in... equipment is... in the buildings... users so that technicians... spare parts... leaving the

POETRY

MY PRAIRIE

I have trod the
and gazed on wondrous
stately homes
grounds,
and miles of fairy
I've seen the best,
worst,
I've travelled far and
and now my sunset
where will I go to
to the rolling
across this restless
where the town
stand,
and where I long
where unspoiled Nat
ies,
White draped on
to cross the starlit
I sweep awesome N
where tinkling sleigh
dear
Betwixt the glistening
and powdery snow
The gentle fresher
New memory conjure
The yellow autumn
with the golden
The fertile land
these fields that
are
So bright and green
in rippling grain
wind,
Beneath skies blue
where lies the heart
home,
and mine lies there
where stand the ruins
with
Their age-old crowns
where will I go, to
My wandering days
there I have reached
home
I'll leave it new

TENNIS DE

Danny O'Keefe
dependent, has cr
interest in the tou
though unseeded,
in the semi-final
singles with wins
(6-4, 6-4) and M
6-4). His next oppo
number 2 seeded
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singles—1st round
def. F/ Banks
O'Keefe def. F/ C
F/O Houston de
(6-4, 6-2); F/O L
Collet (6-0, 6-0).
2nd round F/C
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(Continued on page 22)

TECHNICAL SERVICES

Continued from page 22)

The bulk of the paper work being done by Supply personnel rather than the user. In addition to this, much of the equipment is now delivered by supply personnel directly to the users to eliminate the need for highly trained technicians to waste time collecting equipment. At Winnipeg, in addition to these time and labour saving systems, there is also a system of "Supply Groups" in operation. In these, equipment is warehoused right in the buildings occupied by the users so that technicians can obtain the spare parts they require without leaving the job.

POETRY CORNER

MY PRAIRIE HOME
I have trod the foreign shore,
And gazed on wondrous sights,
I've seen stately homes in well-kept grounds,
And miles of fairy lights.
I've seen the best, I've seen the worst,
I've travelled far and wide,
And now my sunset hour is nigh,
Home will I go to bide.
Come to the rolling prairies vast,
Across this restless sea,
Where the towering Rockies stand,
And where I long to be.
Where unspoiled Nature's grandeur lies,
White draped on winter nights,
Across the starlit cloudless sky
Sweep awesome Northern Lights.
Where tinkling sleigh bells echo clear
Betwixt the glistening trees,
And powdery snow goes drifting on
The gentle freshening breeze.
My memory conjures visions of
The yellow autumn fields,
Rich with the golden harvest that
The fertile land there yields.
These fields that in the summer
are
So bright and green each year,
As rippling grain moves in the
wind,
Beneath skies blue and clear.
Where lies the heart they say is
home,
And mine lies there I know,
Where stand the rugged mountains
with
Their age-old crowns of snow.
There will I go, there will I stay,
My wandering days are o'er,
Since I have reached my prairie
home
I'll leave it nevermore.

TENNIS DELAYED

Danny O'Keefe, a 15-year-old dependent, has created the most interest in the tournament to date. Though unseeded, he has advanced to the semi-finals in the men's singles with wins over F/C Gionet (6-1, 6-4) and Maj. Svenoe (6-0, 6-1). His next opponent will be the number 2 seeded player, F/O McCarthy. The match should prove to be very interesting.
The results to date are: Men's singles—1st round F/O McCarthy def. F/ Banks (6-1, 6-0); Dan O'Keefe def. F/ Gionet (7-5, 6-4); F/O Houston def. LAC Gagne (6-4, 6-2); F/O Landry def. LAC Gagne (6-0, 6-0).
2nd round F/O McCarthy def. F/C Tinsley (6-1, 6-3); Dan O'Keefe def. Maj. Svenoe (6-0, 6-1); F/L Miller def. F/O Houston

(6-1, 6-4); F/O Landry def. Fred Munne (6-1, 6-0).

Ladies' singles — 1st round Mrs. B. Porter def. Mrs. Firneiz (6-3, 6-0); Miss M. Valois def. Mrs. R. Miller (6-1, 6-1).

2nd round Mrs. B. Porter def. Mrs. P. Bayliss (6-0, 6-3); F/S C. Torrens def. Miss M. Valois (6-4, 6-0).

Men's Consolation singles — 1st round LAC Gagne def. Fred Munne.

CONGRATULATIONS TO STN. WINNIPEG
ON AIRFORCE DAY

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RECREATION CENTRE

PHONE VE 2-0864



live it up in Manitoba!

Ever toured the highlands of Manitoba — hill-hopped from The Peace Gardens to the Pasquia district? It's a tourist's delight right now — cooler and calmer than any other time of the year. A great way to live it up in Manitoba!

Hundreds of miles of delightful scenery. Jewel lakes tucked in the folds of low hills. Hidden valleys and forests. Now and then a promontory that offers a sudden panorama. These are the sights of the highlands as they roll and dip for 300 miles through west and central Manitoba. The crest is 100 miles wide at its southern extremity, spreading to 150 miles across the back of Riding Mountain.

You'll touch the highest point in the north: a peak of the Duck Mountain 2,727 feet above sea level. From Turtle in the south through Riding and to the Porcupine in the north, every range stands at least 2,000 feet above the sea. (This compared to Winnipeg at 700 feet. Believe it or not hill country out-measures the plains by 2 to 1 in Manitoba!)

Highway 10 cuts the hill country from tip to toe; a half dozen other highways dissect it with a variety of drives from the U.S. border to the north. So why not plan a weekend or a week in the high country?

A great way to live it up in Manitoba!

**Labatt's Manitoba
Brewery Limited**



REAL GOOD MOVE

CALL
SU 3-5412



60 Logan Ave.

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

1961 Chev. Biscayne automatic, fully equipped. Call Sgt. McDougall at VE 2-6438 or Local 635.

'56 Ford Victoria, 2 door hardtop, two-tone, black and white T Bird V8, 4-brl. carb, dual exhaust, power steering, auto. trans., radio. Fender skirts, back up lights, seat belts, windshield washer, padded dash, and visors, leather upholstery. \$1,050.00. Phone 339-8479.

1959 red and cream Plymouth "Fury." Equipped and first class condition — \$1,995.00 CASH. Contact F/L Turner at Station Pharmacy.

Phillips "300" Tape Recorder. Excellent condition, \$160.00. Phone JU 6-3019 after 6.

Economical heat for house or cottage. Oil floor space heater complete with 200 gal. tank, 50 gals. of oil and all accessories. Best offer takes. Phone VEron 7-1641 or Local 236.

1959 Meteor six, standard shift, 24,000 original miles. One owner, custom radio and rear seat speaker. Seat covers since new, excellent condition both mechanical and in appearance. Cash or terms to responsible party. Call Local 661 or VE 2-5461 AFTER 1700 HRS.

1 Dark blue formal, 1 Argus Special slide projector, 1957 Ford 6 cyl., very good shape. Apply at 70 Cornwall Blvd. or phone Local 648 or VE 7-2880.

1 Child's large tricycle \$10.00, Tri-light chrome and blonde wood finish \$12.00, 1 Rogers Majestic radio-record combination — walnut finish — place for record storage. What offers? Phone VE 7-1484.

1951 Studebaker, excellent condition, radio, white walls, windshield washers, Simplimatic trans. with overdrive. Phone Local 337 or 489-4059 after six.

1954 Plymouth 4-door sedan Snow tires, radio, windshield washers, back-up lights, spot light, directional signals — will sell for any reasonable offer. Call F/L Bemister, Local 395 or VE 2-0933.

1956 Buick Special — excellent condition \$825.00. W. Boyko, Local 375 or JU 9-3754 after six.

Large size 6-piece walnut dinette set — good condition \$75.00, 1 Torchier lamp — good condition \$6.00. Phone Local 682 or SU 6-1581.

Baby carriage — excellent condition, also 9x12 Tourist Tent — like new and four sleeping bags — never used. Call VE 2-3105.

Attention Flight Lieutenants: Disenchanted prospective GAP student will sell the required texts "The Art of War," "Men in Arms," and "A Brief History of the Western World," at bargain prices. \$6.63 value for \$5.00. Call F/L Miller, Local 466 or VE 2-5914.

3 bedroom home. Low down payment. \$75.00 monthly payment. Fenced yard, tile bath, Rusco door and windows. Close to school, bus and RCAF Station. Phone Cpl. Brotherston TU 8-1869.

Top quality living room drapes, 12' wide 8' long, interlined, plain gold colour. 4' metal bed with spring, walnut finish. Phone GR 5-7200.

1954 Monarch, 4-door sedan. \$275.00, act quickly. Phone VE 2-5914.

Remington Wingmaster Deluxe Model 870, 12 gauge shotgun. Full choke, recoil pad and in excellent condition. Price \$70.00. Local 332.

Two wheeled trailer, c/w hitch and wired for lights. Angle iron construction — size of box 4'x7'x36". Very good condition, \$100.00. Phone Local 459 or 297.

FOR SALE

Enamel topped kitchen table and four chairs (suitable for summer cottage) — \$10.00. Kelvinator Refrigerator like new — \$75.00. 13½ foot fibre glass car top boat and 5 h.p. Johnson motor — \$185. Phone Local 332 or VE 2-5674.

WANTED

To rent or buy with low down payment, 2 or 3 bedroom older home in St. James or St. Charles. Phone VE 7-1120.

A set of bagpipes. Contact WO2 J. McKay at Local 385 or VE 2-4892.

2 Brownie suits. Size 8 and 10. Phone VE 7-2898.

30" or 36" roll-away type bed with inner spring mattress. Phone VE 2-6626.

Wanted a car plug during winter months near Recreation Centre. If one available, please phone Local 587.

BABY SITTING

Reliable adult baby sitting at all hours. Excellent references can be shown, no housekeeping please. Phone VE 7-1959 and ask for Mrs. MacDonald. Residence is 109 Leicester Square, St. James.

Will take care of child in my home while mother works, will also go out evening for baby sitting. Phone 832-5863.

Ladies' Curling Club desires a sitter for Tuesday and Thursday afternoons of each week during curling season. Anyone interested please phone VE 2-1109 for further information.

Reliable baby sitter, call VE 2-2088, ask for Cheryl.

TELEVISION AND RADIO REPAIRS

Guaranteed repairs by qualified technician. Service call \$1.95. Phone VE 7-1787.

LOST AND FOUND

Lost on 29th Aug. on Sation, black leather size wallet containing important papers and documents. Please return to Turner at hospital.

Found a grey tabby kitten with orange on its tail, vicinity of Bourkewood Units. Anyone wanting a nice house pet please come and claim before we have it sent to the pound. Phone VE 7-1111.

FOR RENT

Immediately, 5-room, 3 bedroom bungalow with ½ basement (15x21). Automatic oil heat, 4-piece bath, automatic electric range, 10.6 cu. ft. fridge, drapes and curtains. Call 17'x24', c/w oil heater and work 10 minutes from Station Winnipeg. \$110 per month. 532 Victoria St. Phone CE 3-6365. (Phone first). Clean welcome, also anyone waiting for P.M.



Here is today's ultimate in concert
hall listening for your own
home. It's our Viking "Sandringham",
combining magnificent AM/FM high fidelity, stereophonic radio with a
high fidelity, stereophonic record player, in a cabinet worthy of the finest setting.
For realism of sound and beauty of design, here is the
top value in home entertainment today. See it, and the
other fine instruments in this exclusive line, at EATON'S now.

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