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AN AIRFORCE NEWSPAPER



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Vol. 14, No. 25

WINNIPEG, MANITOBA

July 23, 1965

## NEW TACTICAL AIRCRAFT FOR RCAF



VERSATILE — The CF-5 is considered one of the most versatile aircraft in existence. It can be used for the close support of ground troops, aerial reconnaissance, air-to-air combat, supersonic interception, or as either a tactical fighter or trainer.

### Multi-Purpose Aircraft

The Government has approved the procurement of the Northrop F-5 aircraft for the Canadian Forces. Built to Canadian specifications, the aircraft will be called the "CF-5". The multi-purpose aircraft will be used primarily in the role of tactical support of ground forces and as such will be a new name for a new role.

Within the five-year re-equipment program for the Canadian Forces, \$215 million has been earmarked for the acquisition of approximately 125 tactical aircraft as outlined in the White Paper on Defence. The budget for the improved Canadian version of the F-5, which will have among other features, more powerful engines and an in-flight refuelling capability, includes the necessary spares and support equipment for the aircraft to carry out its mission.

As they are formed, the CF-5 squadrons will be incorporated into Mobile Command, which will be responsible for maintaining combat-ready integrated land and tactical air elements capable of rapid deployment in a wide range of contingencies, as required by Canadian foreign policy.

Most of the CF-5's will be single-seat aircraft but a portion will be two-seat machines, to be used as trainers. A feature of the two-seat version is that it will be capable of immediate use in a combat role if required.

The CF-5 will be powered by two J85-15 jet engines, each with a thrust of 4,300 pounds, and capable of providing speeds up to 1,000 miles per hour. The aircraft will have good manoeuvrability and will be able to land on and take off from sod fields or unprepared runways, and will have good single-engine performance.

Depending on the mission, the CF-5 can carry a wide range of

conventional weapons — 20-mm guns, missiles, rockets and bombs.

Other features include exceptional flight stability, low fuel consumption, low maintenance and training costs, wide availability of spare parts and a very low attrition rate.

Its range will be approximately 1,500 miles; 2,500 miles with in-flight refuelling. Included in the program is provision for in-flight refuelling.

The CF-5 agility, weapons mix, speed, ease of maintenance and versatile conventional (non-nuclear) capability made this aircraft the logical selection for the new "Global-Mobile" role of the Canadian Forces.

Manufacture of the airframes and assembly of the CF-5 aircraft will be done at Canair Limited, Montreal. Engines will be manufactured at the Orenda Division of Hawker Siddeley of Canada Limited, Toronto.

The CF-5 Program will involve directly the employment (an average) of 2100 people per year in the Canadian aerospace industry during the four-year production program. Through an anticipated contribution of, at least, 60 suppliers, many hundreds of additional Canadians will be involved in the production of the CF-5.

Some Canadian companies are already associated with the United States F-5 Program as sub-contractors. Under production sharing agreements between Canada and the U.S., it is expected that this participation will be substantially increased.

Production sharing agreements have been agreed upon in principle with the U.S. authorities. It is envisaged that during the life of the Canadian CF-5 production program, Canadian expenditure in the U.S. will, as a minimum, be balanced by U.S. sub-contracting in

Canada for the overall F-5 series of aircraft.

By 1966, eight countries will have versions of the F-5 series of aircraft in operational use. There are a number of nations considering acquiring a variant of the basic F-5 aircraft and it is expected that a number of these countries will make their decisions known soon.

The procurement of this aircraft coupled with the production sharing arrangements will have a beneficial impact upon the Canadian aerospace industry. This stimulus will maintain and enhance the industry's capability to continue supplying its products, both in the commercial and military markets in Canada and to other nations of the free world.

### AIRMAN WINS LIEUT-GOVERNOR'S MEDAL

That must be the most "Wonderful ride in the World," one shooter was heard to remark Sunday, July 18 at St. Charles Rifle Ranges. He was referring to Cpl. Chaston, as "Jake" was carried off of the ranges in the huge chair reserved for the winner of the Lieut.-Governor's Final Stage Match. This is the second time in as many years that Jake's team-mates and fellow competitors have had the honour of doing this.

Jake won the Medal both years after a closely contested battle that ended in a tie score, needing a shootoff to break the tie. This year Cpl. Chaston and Lieut. Nels Colville were the two shooters trying to win. Jake won the shootoff with 24 out of a possible 25 against Lieut. Colville's 20 out of 25 points. Lieut. Colville is a veteran shooter

(Continued on page 2)

### CJQM PERSPECTIVE

#### Tale Of Two Nations

(The Merchant-Heeney Report)

If it took two intelligent, high priced men a year and a half to produce, the Merchant-Heeney report on Canada-U.S. relations deserves not to be forgotten in a day. The writers were two of the most esteemed ambassadors either country ever sent to the other.

What they've told Ottawa and Washington, in the opinion-piece commissioned by Prime Minister Pearson and President Johnson, has its external side: how the States and Canada should act toward each other when other nations are involved. On this, Perspective already has commented. Other nations aren't going to pay too much attention to whether Canada does or does not shadow the U.S. in foreign affairs anyway. And why should we care when our obvious role in this context is that of umpire and mediator?

But 99 per cent of the Merchant-Heeney Report is its internal side. If you can conceive of it as the "domestic" side, the very word suggests a unit, unity, and the need for a bi-country approach to the big problems of North America. In short, it suggests facing the realities of the two countries, what we are physically in all respects, and where we are, again physically, in relation to each other. That still says nothing about what we are politically (and that means domestic politics, not the international politics of the earlier Perspective) or what we are culturally. The M-H Report is not about these things — and it's important to remember that.

Those who are afraid of anything that smacks of unified or cooperative action between Canada and the United States are afraid of a bogey. The bogey is that if we get too closely involved with "those Americans," they will take us over.

The argument is that they are well on the way to taking us over culturally through the mass media; they're equally well on the way to taking us over economically through investments (that is, buying us out) and through their technology, which we stumble over ourselves to imitate. And with all this for a start, according to the bogey, all that remains is for our leaders to sign the papers and let them take us over politically. Canada, the fifty-first U.S. state or collection of states!

But certainly there's nothing in the Merchant-Heeney Report to

(Continued on page 2)



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CJQM PERSPECTIVE

(Continued from page 1)

bear out the extreme contention of Professor George Grant, whose LAMENT FOR A NATION has been called the most important book published in Canada this year. He encourages the bogey subscribers. He suggests that the Americans are chewing us up now and they will swallow us.

All the Merchant-Heeney Report does is to examine four main areas in which the 49th parallel and the rest of the Canada-U.S. boundary are causing us more headaches than happiness. One of them is the question of Balance of Payments and, in a nutshell, the Report says we ought to keep each other informed of plans and developments so each can act accordingly. The remaining three areas, every one of them, are of direct if not immediate concern to Manitoba.

They are the joint use on a con-

tinental basis of electrical energy resources, the question of trade barriers and their gradual removal, and problems of civil aviation and commercial air travel and transport. If we knew what was economically healthy for us, we couldn't be more concerned. And we couldn't be less concerned about losing our nation in the process, our bargaining position is so good - if we'd only get busy and bargain. All these matters are natural for north-south handling, not east-west. Perspective will check them one by one in an ensuing edition.

By the gift of geography, Canada has a monopoly on the remaining hydro-electric potential in North America. Nuclear energy for electric power has not been developed as fast as predicted a few years ago. There have been qualified opinions that hydro power in any event may be more economic for

the rest of this century at least. And Manitoba's possible hydro sites on the Nelson River make this province a very concerned party in the Merchant-Heeney Report, released earlier this week in Washington and Ottawa.

Its chief burden was to describe the ways Canada and the United States could better serve themselves by working with each other, as if the border didn't exist. The creation and distributing of electrical energy is seen as one of the main fields for mutual benefit by creating an avenue for a natural north-south alignment to operate.

Bear in mind that the notion of disregarding the international boundary is for practical purposes of the project concerned. The idea is just to take the facts of an existing physical relationship into account and make more sensible use of them. Merchant and Heeney make sure nobody should think they are talking about wiping out the boundary, or that what they propose needs to make Canada any less Canadian. They spell it out. They say that in any cooperative studies or arrangements it is important to protect the national interests of each country. And they go further. They say that, in advance, it must be established that significant net benefits ought to be measured, and that they be equitably divided.

In hydro power, there already is the precedent of the Fraser-Columbia project and the Columbia River Treaty, signed shortly after President Johnson came to office, but AFTER he and Prime Minister Pearson commissioned the Merchant-Heeney report to be written. In that affair, the measuring of benefits was difficult because some of the generating plants involved are in the United States, and Canada has control over their supply of water. But for the future, no such problem in continental use of Canadian hydro exists.

For Manitoba, where the first thing to be sure of is the final proving out of the Nelson's potential even though it's NOW considered ALMOST certain enough to warrant development, the negotiation mechanics ought to be simple. Already this province is sharing power resources with Ontario and Saskatchewan. A measurable product is sold and there's been no trouble with the book-keeping. It should be just as simple to export power to the United States once we are certain the product is there—and at the right price.

When this happens there will be less urge for Manitoba politicians to point to the way other provinces "have it so easy" due to their natural resources. So any Washington-Ottawa move to prepare the way for sharing of energy resources ought to be good news to Manitoba.

In another area explored by Lomats Heeney and Merchant, Civil Aviation, Manitoba should still be in there cheering. It's increased but true that with air travel at today's level of advancement dependability, non-stop passenger flights from Winnipeg to Minneapolis are still prohibited by existing rules and agreements.

And finally, Manitoba stands only to gain by a lowering of tariffs and duties that would give our products a chance to compete in one of the continent's most populous markets, less than a thousand miles away—the Chicago area. In a few cases, because of tariff barriers, Canadians have concluded that if they are going to sell to Americans, they will have to compete on their manufacturing on the American side.

But aside from straight inequalities in present export-import rates the Merchant-Heeney concept of cutting more tariffs to increase markets of both countries, should excite the interest of Manitoba. The furniture making industry in Winnipeg alone — to which the word "export" now means "Canadian provinces" could expand many times if allowed to compete for a market south of the border without an artificial handicap.

In a statement after the Report was released, Mr. Pearson said that two governments would be consulting each other in the future. That future can't be far near for Manitoba. — Reproduced with the kind permission of CJQM — all rights reserved.

LIEUT.-GOVERNOR'S MEDAL

(Continued from page 1)

at St. Charles, has won almost every major shooting event in Canada and has been a many-time competitor at Bisley, England.

In addition to winning the Lieutenant-Governor's Final Stage, Cpl. Chaston also won the Lieut.-Governor's qualifying stage (again in a shoot-off), the Ottawa Aggregate, Galt Aggregate, the Garrett Memorial Trophy and the Thursday Swastakes. This is also Jake's second year in a row for the Garrett Trophy, which is an aggregate score of the three newspaper matches.

All the wins for the Air Force however, did not go to Cpl. Chaston. F/O Ken Besteck won the Wpg. Tribune Match. This win was also done the hard way, after shootoff against three other competitors. In the team match RCAF Wpg. placed 1st in the Press Prairie Farmer, second in three matches and third in the matches.

Three members of the club made the second stage of the Lieut.-Governor's final stage: F/O Besteck, Cpl. Chaston and LAC Reiburg. Four members of the club placed in the prize list of the SR (A) Competition with the F.N. Rifle.

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## CUBS AND SCOUTS AWARDS



Ken Fowler, John MacDonald, Bob White, Padre White.

### RELIGION & LIFE EMBLEM

At a recent service in the Chapel (P) Padre C. White presented badges to Scout John MacDonald, son of Major R. F. MacDonald; Cub Kenneth Fowler, son of Cpl. F. Fowler; and Cub Robert White, son of S/L White.

This badge is awarded to Scouts

and Cubs who have fulfilled requirements of their respective Churches, and have been examined by the Chaplain. To retain the emblem, the boy must keep learning and serving his Church, and behave in a manner which will be a credit to his religion.

The Religion and Life Emblem consists of a great circle, the symbol of eternity, recalling that life is eternal. In the circle are the first and last letters of the Greek alphabet, Alpha and Omega—the symbol of God Himself, the Eternal One, reminding us that the worship and service of God must form part of our life's program, from the beginning to the end.

*Morton H. Nemy*

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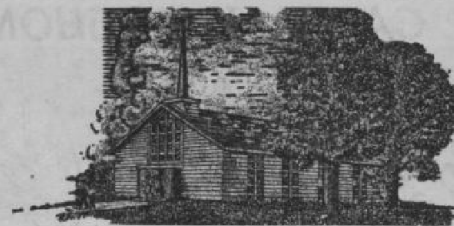
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## Chapel News

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W/C Rev. V. Villeneuve—TCHQ.  
S/L Rev. G. E. Grant—Local 272.

Secretary

Miss D. Schoen — Local 272.

### PROTESTANT CHAPEL

Chaplains

S/L Rev. C. H. White—837-3832.  
F/L Rev. I. Raeburn-Gibson—

832-1525

Secretary

Mrs. A. F. Pengelly — Local 417.

### BAPTISMS:

Usually on Sunday afternoon.

### MARRIAGES:

Contact the Chaplain or his secretary at least one month beforehand if both parties are Catholic. In the case of a prospective mixed marriage, notice should be given at least two months in advance in order to give time for the couple to follow the instructions required by Church Law.

### CONFESSIONS

Before every Mass. During both Masses on Sunday. Every Saturday night from 7 to 8 p.m.

Other times—by appointment.

Note: If there is no priest in the Confessional, ring "Confession Bell."

### WELCOME

#### TO OUR NEW CHAPLAIN

Father J. MacGillivray is your new Chaplain. He is replacing Father Grant who, as you well know, is retiring from the Service.

Father MacGillivray is a priest from Antigonish Diocese, and hails from Station Chatham, N.B., where he has been serving during the past two years.

Welcome to Station Winnipeg Father. You will find here a very good parish and parishioners who are always co-operative and deeply proud of their Church. All wish you well and the Lord's choicest blessings.

Everyone here, is most sorry to see that Father Grant is leaving Station Winnipeg. The Chaplaincy Service is indeed losing the services of a most dedicated priest. We thank you very much Father for your limitless kindness and devotedness.

May God bless you and keep you always.

### SCHEDULE FOR AUGUST

There will not be services at 9 a.m. Divine Service will be at 11 a.m. as usual, with Nursery.

In the absence of Padre White on leave, the office in Hangar 16 will be closed. The Chaplain will be available at the Chapel Office during the mornings and by appointment in the afternoons.

### IN SEPTEMBER

Our Chapel groups will be meeting again. Sunday Church school will meet in the Rec. Centre (former Westwin Exchange Room). There will be Young Peoples' Groups, a Women's Guild, Choirs, Anglican Server's Guild for Boys, and Confirmation Classes. If interested in taking part, please let the Chapel Secretary know now. Phone Local 417.

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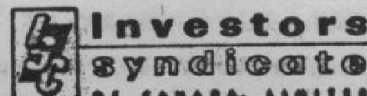


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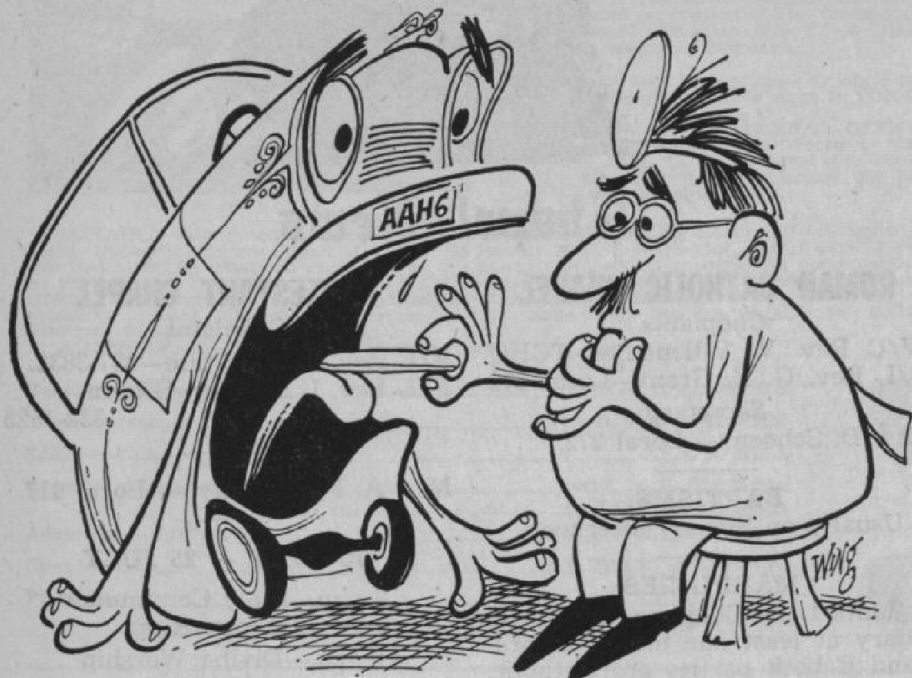
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If the answer to any of those is yes, it's time you perfected your ability as a "diagnostician of motors."

It's not as difficult as it sounds. You need not even know the difference between a distributor and a differential to track down the cause of all manner of your car's unexpected ills.

Common sense observation coupled with an attentive ear are all that's required to interpret a half-dozen key causes of trouble. Some you can cure yourself; most should steer you to an appointment with your mechanic.

Take the matter of cranky starting. Worn spark plugs and ignition points could be the cause, as could a malfunctioning automatic choke, all three relatively inexpensive items to have corrected. A weak battery will slow starting, especially on cold mornings when it makes itself known by a slow, labored grinding of the starter motor. The cure is generally a battery charge at the local service station. But a battery that is two to three years old should be checked; it may require replacement.

The old bus doesn't pull hills the way it used to? Listen for a metallic "pinging" noise under load. That's detonation, often caused by carbon build-up as cars age. If prolonged it can do serious damage to the engine's innards — valves, bearings and pistons.

This is one place the owner can effect a quick cure by filling up with a better grade of gasoline. The

engine may be due for an ignition tune-up, at which time the mechanic can advance the spark timing a little. In this way you actually can gain performance by taking full advantage of the extra octane rating of premium fuel that the engine requires.

If there are strange rumbling noises creeping into the car's overall sound pattern, take heed. It could be a leaky muffler. Not only will it raise hob with the car's general performance, but the possibility of carbon monoxide fumes penetrating the car's interior makes the condition downright deadly. A mechanic can make a visual inspection of the exhaust system in seconds, install a new muffler in minutes.

Some cars have a red warning light for water temperature, others a gauge with a red zone. Pay attention to it, especially on trips or in hot weather. If it goes into the red, stop and let the engine cool off, then proceed to the nearest service station to have the radiator checked. The cooling system could be clogged, working at part efficiency. It needs professional attention. Under no circumstances attempt to remove the radiator cap yourself. Scalding can result.

Don't be too surprised if your gasoline bill starts a slow curve upward as the car grows older. It's a sign that the car's general condition is slipping, that a major tune-up may be in order. Take a leaf from the book of the drivers who compete in the Mobil Economy Run. Although they have the advantage of new cars freshly broken in, they see that their autos are tuned to rigid factory specifications before starting the competition.

Regardless of your car's overall condition and age, Economy Run driving techniques may be applied to reduce the fuel bill by as much as \$100 a year. Drivers in the contest all practice steady cruising, avoiding erratic speed changes. They "drive ahead" at all times, watching traffic to avoid sudden stops, mentally timing signals to keep moving. And they pull away from stops gently, knowing that a

(Continued on page 7)

## ETIQUETTE FOR SERVICE WIVES

### or "DON'T DUNK YOUR DOUGHNUT DEAR"

(Reprinted from the Greenwood Argus)

#### CHARMED, I'M SURE

As I recall the dear, long-gone days, introducing people was always the most confusing thing to do. I could never remember the proper procedure and would usually end up, completely flustered, asking a woman if she had met the man standing next to her who usually turned out to be her husband!

The basic rule is that the man is presented to the woman. Thus "Mrs. Jones, I would like you to meet Mr. Doe." When introducing two women of the same age and social level, it doesn't matter who is presented first. If the woman is older or more senior, the younger is presented to her.

When introducing servicemen the junior is presented to the senior and the same applies with civilians.

Remember, a lady should never NEVER, call a man sir unless she is a member of the armed forces or talking to her office boss, if a working girl.

When introducing a serviceman at any time, even if he is in civilian and you meet him on the street, always introduce him by his rank.

#### SERVICE SOCIALS

Most clubs and messes have an active social calendar and attending such affairs is a good way for a newcomer to meet people. Occasionally, a receiving line will be in attendance. The rule here is that the wife always goes first. The only exception is when royalty is receiving.

If the event is a mixed dinner don't rush into the dining room as soon as the doors are opened. The head table guests enter first. The same rule applies if it is a buffet. Also, at a sit-down dinner, a smoking until you see the head table guests light up and the shouldn't do so until the PMC gives the word. When dinner is over stay in your place until the head table guests leave.

A good rule at a party (or anywhere) is to be friendly but not forward.

\* \* \*

And there you have it! Though it may not seem much, the most common problems of service etiquette are covered. In any human relationship, courtesy and common sense are the best guidelines. Don't be afraid to ask those who may be older and wiser in the ways of service life for advice on social problems.

"We usually call our mistakes blunders," thought Henry Benjamin Wheatley, English bibliographer and scholar, "and our friends style our blunders as stakes."



Pictured above are on 19 June 65. Top row: Jagger, Ari Hadden, Wilford Cousineau, Peter Simil, Beausejour, Port...

## SOCCER

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le at a party (or any-  
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\* \* \*

you have it! Though  
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tley, English bibli-  
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le our blunders

Today in **SPORT**

TOURNAMENT WINNERS



Pictured above are the winners of the Invitational Soccer Tournament held at Portage la Prairie on 19 June 65. Top row, left to right: Bob Henderson, Rick Cottrell, Roy Smith, Wally Moffat, Bob Jagger, Arl Hadden, Willy Chamberlain (Captain). Front row, left to right: Dave Hadden, Ron Watson, Gord Couseneau, Peter Langer (Mgr) Jim Kerslake and Neil Peckover. Participating stations were: Gimli, Beausejour, Portage and Winnipeg.

**SOCCER**

BY PETER

On the 14 July we once again invaded City Park to play against the Winnipeg Dutchies. Some invasion that turned out to be — only 8 players decided to turn up. For a while we gave them a pretty good run but then found that the holes that needed to be plugged were just a few too many, and we ran out of steam. After they took a quick lead by 1 goal we managed to tie it up when Rick Cottrell crossed the ball to our new addition on left wing Chris Kaiser who made no mistake in finding the target. We managed only a few more cracks at their goal after that but couldn't capitalize. We were beaten 6:1 (3:1). I am sure, however, that if we get all our talent out at the same time we would have a pretty good threat. The addition of Chris Kaiser at left wing and Ron Leitold at inside left bolstered our forward line where we were lacking punch.

**CAR HYPOCHONDRIAC**

(Continued from page 4)

full throttle take-off burst drops mileage to around five miles per gallon. Common sense rules, but they work.

There is one more area that the alert motorist can analyze to his advantage. Does your car wander on a level road? Does it pull to one side while braking? It could mean that the proper tire inflation has been neglected. Worse, the front end may need alignment, a good bet if the front tires are worn unevenly. And pulling can be a symptom of a dangerous brake condition.

Determining general car ailments isn't really difficult. Pinpointing them is a job for an expert with scientific automotive equipment.

But the best advice is to practice preventive maintenance. Make sure your car gets regular check-ups; it's a complex mechanical device with many wearing parts that need attention.

Give it tender loving care, the best lubricants and gasoline, and you'll keep it in the pink . . . and stay out of the red.

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**STN. JUDO CLUB CLEANS HOUSE**



RCAF WPG. JUDO TEAM, ZONE 2 CHAMPIONS. Left to right: Terry Wilson, Wayne Hildred, Dick Kensett, Neil Young, Jerry Carignan. Dick Kensett was also winner of the OPEN and the green, blue and brown belt competition.

The Zone 2 Judo championships were held at Stn Winnipeg on 19 June 65. Zone 2 includes RCAF Stations Moose Jaw, Dana, Portage la Prairie, Rivers, Gimli, Winnipeg, Armstrong.

There were three classes of competition plus the team event.

The 1st class — white, yellow, orange belt competition was won by Pete Martin (white belt) of RCAF Stn Dana.

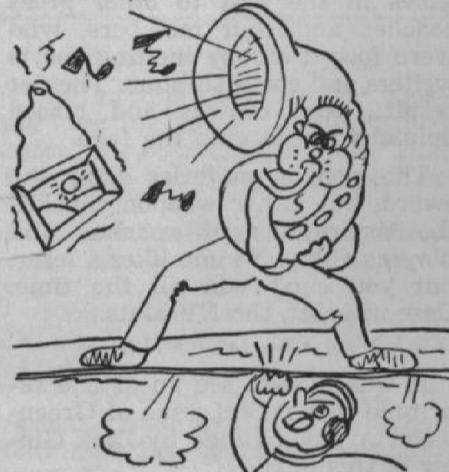
The 2nd class — green, blue, brown belt was won by Dick Kensett of Stn Winnipeg.

The Open competition where all Judoka participate was won by Dick Kensett (brown belt) of Stn Winnipeg.

The team competition was won by the Stn Judo club.

A vote of thanks to Sam Nedaborski, Garry Clarke, and Dick Baptiste for the excellent job of refereeing and timekeeping. Congratulations are in order to the Stn Judo club for a job well done.

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# Just Ramblin'

P. THORMIN

The atomic age has truly made its mark upon this earth, and will surely endure above and beyond this generation's lifespan.

This may not be the only incident of its kind, but I have never seen so clear a reminder, as witness a local Car Rental agency's choice of plates on a 65 model, whose license is designated as U235.

\* \* \*

Some people may not be in accord with me, while others will wonder at my affront to the integrity of the experts, but many a team sport has suffered under the power of the "Sports Press" writers.

With a new season getting underway for the "Big Blue", it is hoped that Mr. Grant will be able to run his team as he sees fit without the help of the experts tearing his judgment apart, verbally or orally. It has happened too many times in the past to other great coaches and staff members, who were forced out by inciting sports writers and commentators. The net result: poor crowds and biased opinions forced onto the fans.

The pen is mightier than the sword, but either weapon can kill the aspirations of coaches and players alike. No one likes a loser, but you can't win all the time. Case in point, the NY Mets.

\* \* \*

It was nice to see an article reprinted in a recent issue of Greenwood Argus, bylined by Dick Ginter of this unit.

Dick has been a regular contributor to Voxair these past few years and his material is enjoyed by all. To have a reading audience at the other end of Canada perusing one's literary efforts must be most gratifying.

## THE DRIVERS SIDE

There is another side to the Portage Death Strip story, say motorists. The NEWS was contacted last week by a resident of Beaverbend Cresc. who complained that all accidents are not always the fault of the car driver.

While driving west on Portage Ave. in the Assiniboia area the St. James motorist had a close brush with possible death last Thursday afternoon.

"I was proceeding along in the fast lane, when suddenly the drivers of the cars in the middle and curb lanes, both a little ahead of me, came to a screeching stop. I jammed on the brakes, too, and all three of us just sat there shaking," said the motorist.

One of the car drivers got out of his car and, from almost under the centre automobile took a small child on a tricycle. "He couldn't have been more than two and a half years old — what was a child of that age, on a small bike, doing trying to cross Portage Avenue?", said the NEWS caller. "Where was his mother? And what would have happened if either of those motorists had had a child passenger in the front seat of their cars? Stopping as quickly as we had to, a front seat passenger could have been thrown out the windshield."

Traffic Safety officials remind pedestrians that even the most alert and careful driver is only human, and can not stop his vehicle on a dime. Those crossing busy streets must exercise more than ordinary care and caution, and those responsible for young children must not depend on the motorist to take that responsibility for them.

—from St. James News

### No Dummy

It was Sunday supper at the boarding house and the landlady had supplied a platter of very thinly sliced cold cuts.

"Did you cut these?" one boarder inquired politely.

"Yes, I did," replied the landlady. "Good," he said. "Then I'll deal."

## FLIGHT SAFETY NOTES



HAVE YOURSELF

A BALL

BY

PICKING UP

# F.O.D.

## ARRIVALS — DEPARTURES

TCHQ

### TRANSFERS — IN

Cpl. A. M. Anderson ClkAcc from Stn Winnipeg to TCHQ/SOAF eff. 26 July 65.

Cpl. W. G. Leroy ClkAdm from Stn Winnipeg to TCHQ/SPSO/SOPC/APC eff. 19 July 65.

Cpl. K. B. Baldwin ClkAdm from Stn Winnipeg to TCHQ/SPSO/SOPC/APC eff. 1 July 65.

S/L J. D. K. Owen TechAE from Air Force College Toronto to TCHQ/STSO/SOAE eff. 1 July 65.

G/C H. M. Fitzgerald GL/Tel from HQ AAFCE Fontainebleau to TCHQ/STSO eff. 14 July 65.

F/O E. H. Denroche from Stn St. Hubert to TCHQ/SOMSE eff. 2 July 65.

Sgt. R. A. Henry AFTEch from Stn Gimli to TCHQ/STSO/SOAE eff. 5 July 65.

### TRANSFERS OUT

F/L S. A. Tellstrom Pers/Adm from TCHQ/SPSO/SOPA to Stn Rivers eff. 1 July 65.

G/C A. H. Lief Sup from TCHQ/STSO to CO 1 SD Downsview eff. 15 July 65.

F/L W. F. Riseborough Sup from TCHQ/STSO/SOSup to 1 Air Div eff. 18 July 65.

S/L G. R. Hollinshead Air/P from TCHQ/SPSO/COPC/OPC to OC/PFS Centralis eff. 31 July 65.

Sgt. D. T. Husband Photo from TCHQ/SOPR to 1 Wing eff. 25 July 65.

LAC L. W. Nestor ClkAdm restricted to Stn Moose Jaw from TCHQ/SPSO/SOPC/APC eff. 1 July 65.

FS J. E. O'Leary HTGTech from Regional Surgeon PMR to CFM-STC Camp Borden, Ont. eff. 18 July 65.

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Larry Stewart (F/L Retired)

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Four Central Flying "goggling" over Mar keep up formation pr turns (Outside the W

## LET'S SWIM

Once again around for the "Swim" held each of August.

The Swim is for the good swimmers on the time making on as maximum important fact necessary 4000 Coast.

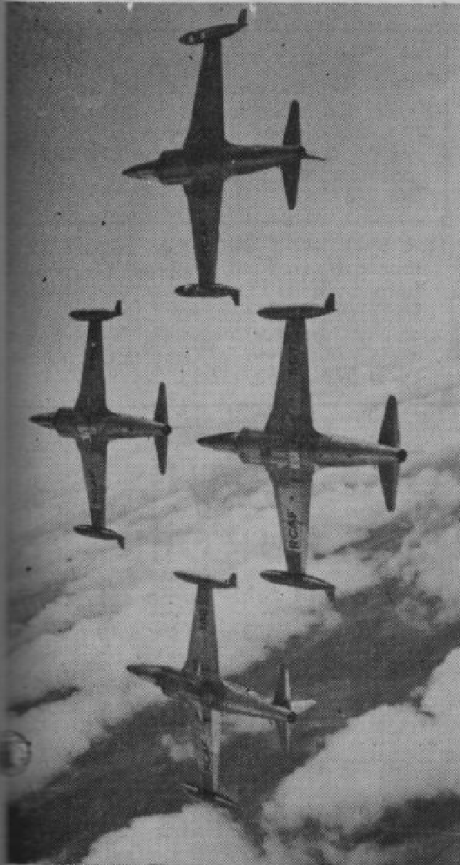
If you are group that ca length of the swim that length 5 days that wi to be travelled swimmers on th ether 3999 mil from Vancouver

Last year Str total strength o swanl swam m Winnipeg. ASH is good reason was only 13% Stn Winnipeg p Marathon Sw women on the u percentage of s Airmen.

This year Sta an effort from unit, even if it of the pool, wi plete the Cross 4000 miles.

Let's try to i nistics from last est of the RCAI women and Air Winnipeg.

**CFS Routine Training  
Flight - or  
The Editors Doing  
Their Primary Job**



Four Central Flying School T-33's are shown "gagging" over Manitoba. Pilots at the school keep up formation proficiency by practicing gentle turns (Outside the Winnipeg control zone—!)

**LET'S SWIM ACROSS  
CANADA**

Once again the time has rolled around for the "RCAF Marathon Swim" held each year in the month of August.

The Swim is designed not only for the good swimmer but everyone, even those that have a hard time making one length of the pool, as maximum participation is the important factor in swimming the necessary 4000 miles from Coast to Coast.

If you are a member of that group that can only swim one length of the pool at a time but swim that length 10 times a day for 5 days that will be one mile less to be travelled by the rest of the swimmers on the Stn, and only another 3999 miles left to make it from Vancouver to Halifax.

Last year Stn Senneterre with a total strength of less than 200 personnel swam more miles than Stn Winnipeg. ASHAMED? well there is good reason to be, in 1964 there was only 13% of the personnel at Stn Winnipeg participating in the Marathon Swim with the Airwomen on the unit having a better percentage of swimmers than the Airmen.

This year Station Winnipeg with an effort from everyone on the unit, even if it is only one length of the pool, will be able to complete the Cross Canada Swim of 4000 miles.

Let's try to improve on the statistics from last year, and show the rest of the RCAF the pride the Airwomen and Airmen have for Stn Winnipeg.

**DEAR FOLKS**

Things sure were crossed up out here last weekend. The weatherman had predicted cool showery weather for the weekend so everybody packed up and took off for camping, swimming and all kinds of outdoor activities. The secret is to follow the local anti-forecast and the weather turns out fine.

Lots of excitement down east eh folks? That Rivard had them fooled for a while but everybody knows the Mounties always get their man. It makes the government look like a fellow I knew in the Boomerang business—always trying to make a comeback.

One of the Sgts. down at the hangar was telling us about a problem they've got out in the area where he lives. It seems like these young fellows with ice-cream wagons attached to their bicycles are riding around the neighbourhood with their bells ringing all the time. These bells have some kind of an effect on the people (I think a Russian discovered it), that causes them to react in different ways. When the kids hear the bell they run off in all directions looking for parents, money, and the ice cream wagon in that order. The parents reaction is usually panic because they hear the bell and then get run down by the hordes of youngsters passing through. The Sgt. says it doesn't bother him anymore, but I wonder, because just then the phone rang and he yelled "No more ice-cream bars", without even reaching for the phone. Everybody looked at him kind of funny. I guess those ice-cream guys are about as popular as the Orderly Officer when he arrives at the Club for closing, about the time the party is starting to roll.

Another thing that's changing around here is the number of motor bikes in the area. You can see these little devils buzzing around all over town, and they're also very popular around the station. A lot of the girls here are driving them. These machines are made by some oriental outfit called something like the Kamakatze Company, and they sure can move you around. One thing I know though, they'll never replace a ride in the back seat of my buddies car. So long for now.

Your son and heir,  
Caleb.

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MY BLOOD RUNS COLD  
Adult

**SATURDAY, 24 JULY**  
Matinee  
THE SWORD OF ALI BABA  
General

Evening  
CRACK IN THE WORLD  
Adult

**SUNDAY, 25 JULY**  
**MONDAY, 26 JULY**  
NONE BUT THE BRAVE  
General

**TUESDAY, 27 JULY**  
SING AND SWING  
General

**WEDNESDAY, 28 JULY**  
THE CHALK GARDEN  
Adult

**THURSDAY, 29 JULY**  
KISS OF THE VAMPIRE  
Adult

**FRIDAY, 30 JULY**  
I'D RATHER BE RICH

**SATURDAY, 31 JULY**  
Matinee  
THE WORLD OF ABBOTT  
AND COSTELLO  
Evening  
BEDTIME STORY  
Adult

**HUMOR ?**

**TOO LATE TO CLASSIFY**  
"Wanted to buy: Playpen, cot and high chair. Also two single beds."

**VERY CONSIDERATE**  
The rush-hour bus was unusually crowded. Suddenly a man seated next to a window leaned forward and buried his head in his arms. "Are you ill?" asked the passenger next to him. "Is there something I can do for you?"

"Everything's all right," muttered the other. "I just can't bear to see old ladies standing comfortably behind the wheel, you may be unconsciously pushing down on the accelerator and getting up well

**HANDLE WITH CARE**  
The antique collector was looking over the household effects just before the farm auction sale. "That looks like a mighty old axe," he remarked.

"Sure is," said the farmer. "Been in the family more than a hundred years."

"Remarkable," said the collector. "You've certainly taken good care of it."

"We've done that," agreed the farmer. "Even in my time it's had four new handles and three new heads."

Proof that appearances are deceiving is the fact that the dollar bill looks exactly as it did fifteen years ago.

down on the throttle to try and make up a little time. There are

(Continued on page 6)

**LETTER OF APPRECIATION**



G/C D. A. Willis, Commanding officer RCAF Winnipeg presents LAC S. H. Mould with a letter of appreciation from the Commissioner of the Royal Canadian Mounted Police.