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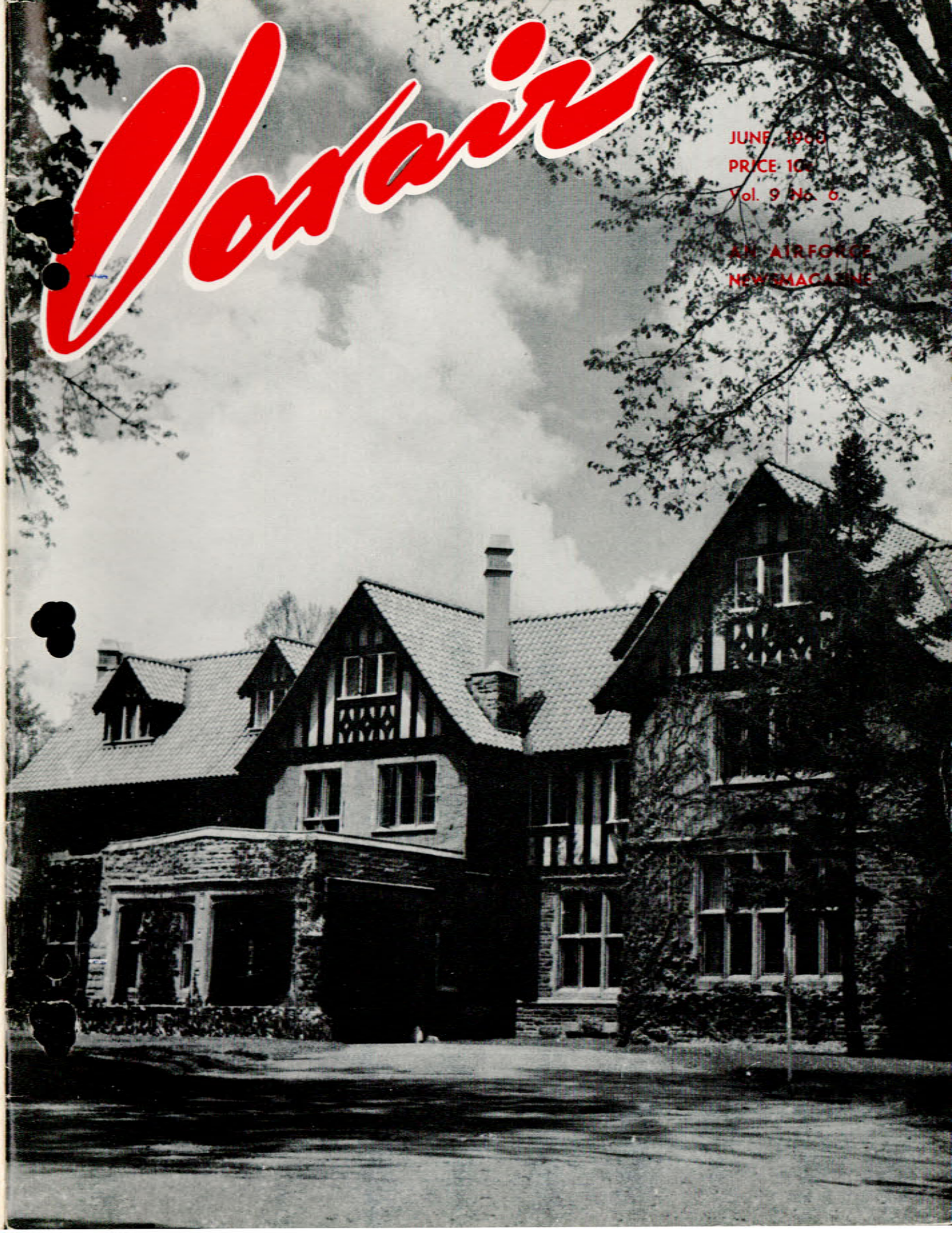
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JUNE, 1963
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Vol. 9 No. 6

AN AIRFORCE
NEWSMAGAZINE





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AN AIRFORCE NEWSMAGAZINE

VOL. 9, No. 6

JUNE, 1960

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Cpl. G. Noseworthy of the Training Command Photo Section, was so impressed with the scenic beauty of the buildings at RCAF Staff College that he took a series of pictures. This is a photo of the Staff College Officers' Mess.

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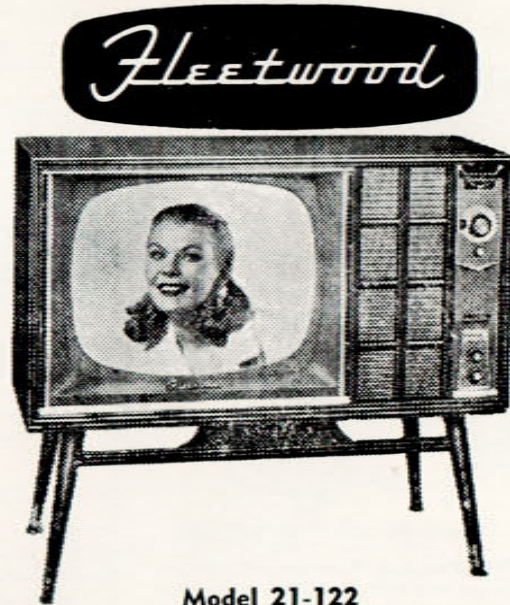
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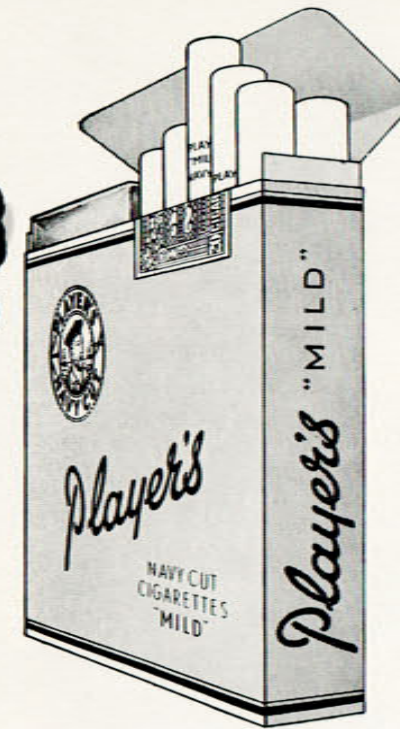
Above and Beyond

IT SEEMS just lately that each time we open a newspaper or magazine, someone or other is sounding off about the futility of resisting aggression. Inevitably it is somebody who has the public ear, being either a politician or an influential man of business, but whoever he is, it would seem that he voices the "popular" opinion that it is not right to defend one's way of life, and in so doing, decries the old-fashioned idea that it is right to love one's country.

These gentlemen pose a problem. Exactly how do they regard their country, and just how deep does their patriotism extend? This makes for interesting speculation. Is the politician making noises for the benefit of the voter, or is the influential citizen looking out for his business interests? Just how much is noise, and how much is stated with serious intent?

While we cannot in all truthfulness say that our country is entirely beyond reproach in all matters of diplomacy, yet we can in all honesty say that we are respected for our fundamental freedoms, for our belief in religious freedoms, indeed for our entire way of life, which includes free speech. To want to live in this country, we must respect its way of life, and this includes defending it from those who would change it to suit a form of dictatorship which would inevitably enslave us. War is a horrible thing, and no one in their right mind desires it, but slavery is no less horrible, when it brings an overlord who is alien and hostile to our fundamental beliefs.

The backbone of a nation is the universal feeling of patriotism, in other words, "My country right or wrong," and we should do well to remember this when next we read of someone desiring to acquiesce to the demands of an arrogant tyrant. Perhaps we should do well to remind such gentry that if we did succumb to such an order as they desire, how long would it be before their voices would disappear from the national scene, or indeed from the local scene, to be replaced by the voice of the new master? It is a point well worth considering!!!
E.T.



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CHALLENGE IN THE AIR

The Flight Nurses of Saskatchewan's Air Ambulances call hair-raising emergencies "routine" — face awesome responsibilities alone. It's one of the toughest jobs in a demanding field.

By RON BAYNES

(Courtesy Saskatchewan News)



IRENE Sutherland didn't really expect to fly that day. It was a chilly, wind-blown morning in December, 1946. She was starting a new job—as flight nurse with the recently-formed Saskatchewan Air Ambulance service. They had told her to come out to the airport for familiarization.

But minutes after she arrived, a telephone jangled in the hangar. Shortly after, Irene who had never flown before, was sitting in the cabin of a Norseman aircraft, headed north over the prairie.

They landed on a farmer's field near Balcarres, and her first aerial patient was brought aboard. He was a farmer with an injured leg. Normally, it wouldn't have been a serious matter, but gangrene had set in and was spreading. He had to reach hospital quickly. The Norseman made a fast turn-around and took off for Regina.

New Kind of Job

In the cabin with her patient Irene was immediately aware that this was different from anything she'd encountered in her career as

a graduate nurse. She was at home in brilliantly-lit, well-equipped and spacious wards. She was accustomed to the clinical quiet of a modern hospital.

Now she found herself at work in the cramped space of an airplane cabin. Equipment was at a minimum. Outside, the aircraft engine beat a steady accompaniment to her work. It was a turbulent day and the patient's bunk was by no means as steady as a standard hospital bed.

There was another difference. In hospital work, a nurse always knows that if there's trouble, she can count on help. There are doctors, interns, supervisors and other nurses to turn to. Here she was completely on her own. It was at first, a chilling sensation. Irene gave her patient a hypodermic to ease his pain. She managed to keep him reasonably comfortable in the 40-minute flight. When they landed, she was conscious of the fact that she'd met the first challenge of her new career. It was a stimulating experience.

Fourteen years and some 4,800

air hours later Irene, now senior flight nurse of the service, thinks that her first mission in '46 was a good introduction to the job. Air Ambulance has grown in size and fame since then, but the basic ingredients of the job remain.

"Every patient is a challenge," she says.

Not everyone can cope with the challenge. A flight nurse needs qualities which go beyond skill and dedication.

Don Campbell, director of Air Ambulance, has flown with the service since its birth. He says it's difficult to spot the genuinely-apt flight nurse among the many girls who apply.

"This job calls for some pretty special qualities," he said thoughtfully in a recent interview. We insist on at least two years of experience as a graduate nurse. We place the girls on a period of probation. It takes several months before we—and she—know if it's going to work out.

"Our Kind of Flying"

"Previous experience doesn't

provide all the answers. A nurse may be excellent in a different field and be unsuited for this work. She may not respond well to the extra responsibility. She may not be able to make decisions on her own. She may not be able to get used to our kind of flying."

"Our kind of flying" means the hectic, emergency missions of Air Ambulance work. It means flying in difficult weather conditions, uncertain hours, poor runway lighting—landings on fields which were never intended for aircraft. It means also, that by the very nature of the operation, the nurse comes up against cases which are always critical.

There are other less dramatic, but significant demands on a flight nurse. Apart from her regular 9 to 5 stint, she must remain on a standby status during the remainder of each 24-hour day of her six-day shift. She must be ready for duty when needed. She can't leave home without telling the service where she can be reached.

"I've been paged at dances, plays and movies," Irene says without rancour. "Eventually you get into the habit of wondering just when the call is going to come. If you want to go out into the backyard to take in the sun you've got to be sure you can hear the phone in the house." Irene lives in an apartment five minutes from the airport—an ideal arrangement under the circumstances.

Her sister Rose, also a flight nurse, was recently married to Carl Weisshaar of Regina. Last New Year's Eve they planned an evening together at home. Then a call from Norquay, forty miles

north of Yorkton broke up the evening. Impossible take-off conditions grounded the air ambulance at Norquay and she had to bring her patient in by road. It was well into New Year's day when she got home. She shrugged it off as part of the job Routine.

Perhaps due to familiarity with the job, Air Ambulance people describe their work in prosaic, unemotional terms. "Routine", you soon learn, is a word which disguises some most un-prosaic operations.

One case, detachedly dismissed as "routine" by Irene, took her to Elrose Saskatchewan last summer. A newly-born baby suffering "blue spells" was in danger of death. Don Campbell who together with Irene makes up one of Air Ambulance's four teams, landed on a field near the town. The baby was brought aboard by truck.

"He was very good nearly all the way to Saskatoon," Irene recalls. "Then a few minutes out, he stopped breathing."

What had been until then a serious emergency, now became a matter of life and death. Reacting more from training, experience and instinct, than from deliberation, Irene yanked the baby from the portable incubator. She crouched over the baby and began mouth-to-mouth breathing in a desperate effort to keep him alive.

The pilot prayed for a tailwind. "I kept it up all the way to the airport," Irene remembers, "then all the way to University hospital in the road ambulance. We got him there alive." Hours later they told her the baby was out of danger. Another "routine" case was closed.



PANICKY DUCK smashed this 14-inch hole in an Air Ambulance windshield on a flight to Estevan. Air ambulance survived, duck didn't. —Sask. Gov't Photo.

Not all air ambulance stories have happy endings. Dealing as they do in back-to-the-wall emergencies, nurses and pilots know that they must expect deaths in flight. Yet the record shows that in 14 years of operation only 13 patients have died en route. This figure is far lower than the most optimistic prophet would care to predict.

"We've had cases where they told us before take-off that the patient probably would die before we got to destination" Irene says. But quite often we've brought them in alive. It gives you an extra boost of encouragement."

There have been births in flight too—seven at last count. All were dangerous, complicated deliveries in which the mother was being rushed to hospital for special treatment.

Special Problems

Delivery of a child in such circumstances, even in a big hospital is difficult. In an aircraft cabin, it becomes a fight against improbable odds. Turbulent air, the need to keep lights off on landing and take-offs, and lack of space—all add to the problem. But air ambulance nurses have done the job successfully.

Mental patients pose difficulties too. The mentally-ill patient who may become violent en route is another "routine" problem encountered. Despite restraining belts, sedation and sometimes an escort, these missions tax the skill, cool-

ANOTHER "ROUTINE" MISSION ends as a patient is transferred to a ground ambulance at Regina. Don Campbell (left) and Irene Sutherland (centre) have flown as a team for years. Don is Supervisor and Chief Pilot of the service and Irene is senior flight nurse. —Sask. Gov't Photo.



headedness and common sense of the flight nurse.

Polio epidemics mean extra-busy months for Air Ambulance. The 1953 epidemic is a good example.

"Many of the cases we carried were suffering from bulbar poliomyelitis" says Irene. "Iron lung cases." The air ambulances flew the polio patients, mostly children, in portable iron lungs to treatment centres all over the province.

"We were going pretty well continuously" says Don Campbell. "There was a high proportion of night flying."

At times a flight nurse has to be something of a diplomat and a psychiatrist. Even in the sixties, there are still patients who don't want to fly. A large number of flight nurses fly anytime rather than traveling by land; find train travel "a bore". They often try and rub off some of this enthusiasm on their patients.

"There was a case last year" she recalls. "A 73-year old farmer who vowed no one would ever get him off the ground." Then his doctor decided that he needed the air ambulance.

"He was terribly apprehensive before we took off. But five minutes after we left he was a new man. Completely sold on air travel."

Irene, who averages 20 to 25 flights per month finds herself busy on the ground too. As senior flight nurse she sets the standards for her nursing staff—is responsible for maintenance of medical equipment such as respirators,

portable iron lungs and incubators, and for the medical supplies.

There are three other nurses on the staff. Mary Kirk flies with pilot Art D'entremont. Irene McKague flies with Art Davis. Rose Weisshaar and George Brandshaw make up the other combination. A team is always ready at Saskatoon for cases in that area. When the Saskatoon team is on "days off" a Regina team flies up to relieve them.

The girls wear the chic green uniform of the service while on the ground. But on winter missions vanity goes overboard, and ski pants bulky parkas and flight boots cover the uniform.

Irene can remember one occasion when warm clothes came in handy.

She was on her way to Estevan to pick up a patient. Pilot Don Campbell suddenly found himself flying near large precise formations of wild duck headed south. He brought the Cessna down to 200 feet and kept a wary eye on the procession which soared on just below a 500-foot cloud base. At this point, two under-disciplined ducks broke formation and peeled off. One whistled clear of the Cessna. The other came zooming in, smashed through the propeller (which promptly cut off his head) and then through the windscreen. It barely missed Don.

Irene, smack in the centre of the dead duck's course was immediately covered with a picturesque mixture of blood, plexiglass and feathers. Carrying a patient in

these conditions was out of the question. The Air Ambulance turned back towards Regina. A bone-penetrating 160 m.p.h. wind blasted Irene all the way.

There are lighter incidents on file. Like the case of the indignant bull near Central Butte, Saskatchewan.

"We'd landed among cattle before" Irene explains. "But this one didn't like us a bit."

"We tried to discourage him by turning the aircraft tail and blasting him with prop wash" says Don. "Unfortunately he didn't discourage very easily." Finally the Sutherland-Campbell team managed to evade El Toro by taking off and landing in an adjacent field.

"But mostly" says Irene. "We don't have these kind of problems. Most of our cases are standard air ambulance operations.

"Routine."

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The annual quest for funds to aid the Salvation Army (Red Shield Appeal) is now underway and will continue until the end of June. F/L Jeff Spikings from the Central Navigation School is co-ordinating the drive on the station.

On June 24th the Annual Red River Exhibition commences and will run through to July 2nd. The RCAF is participating in the opening Parade on June 25th with the Station Band, Guard of Honour, Flag party, 17 Auxiliary Pipe Band, Aid Cadet Band, Aid Cadet Squadron and fifteen Air Cadets will take part in a Tri-service Flag party.

In addition to Parade participation, the RCAF will have five static displays in the exhibition, will perform two T33 formation Flypasts and a T33 solo, designated the "Red Knight," will perform aerobatics on four different occasions.

On June 29th and 30th, the Air Officer Commanding Training Command Headquarters will carry out his annual inspection of RCAF Station Winnipeg. The large parade of personnel will take place at 0915 hrs. on the 29th June.

The first course for Non-Commissioned Aircrew since the Second World War commenced at the Air Observer's School at RCAF Station Winnipeg on 1 June.

The course is designed to train personnel from the electronic ground trades to aircrew standard in the operation of Radar and Electronic Equipment and is of ten weeks duration.

Students enrolled in this course will receive instruction in: Navigation, Instruments and Compasses, Meteorology, Electronics, Search Radar, Electronic Counter Measures, Aero Medicine, Airmanship and will fly four Navigation and seven Radar trips.

Upon successful completion of the course, the students will be transferred to the Maritime Operational Training Unit at Summerside, P.E.I., for operational training—prior to duties with one of the Maritime Squadrons at either Greenwood, N.S. or Comox, B.C.

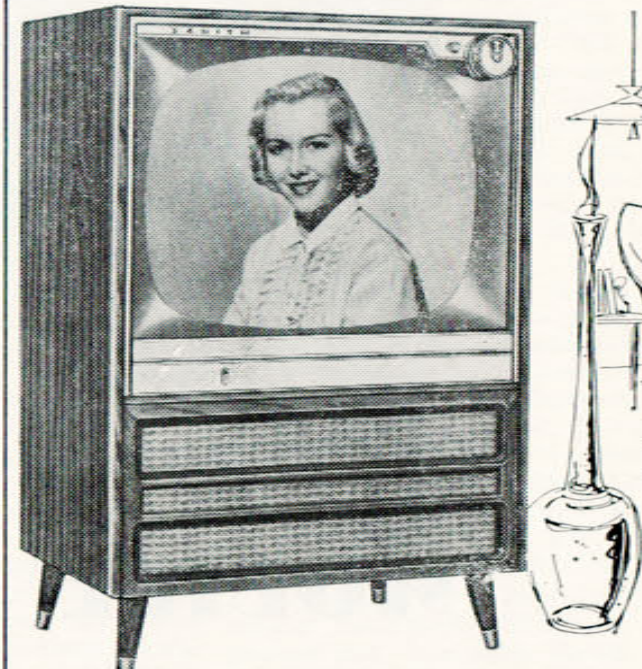
The members of the first course are: Sgt. K. A. Fisher, Sgt. D. A. R. Gregson, Sgt. W. D. Harris, Sgt. S. A. Newell, Sgt. J. W. Stewart, Sgt. R. K. Toews, Sgt. J. Wotta, Cpl. G. E. Ans, Cpl. S. G. Hadley, Cpl. J. L. Milligan, Cpl. J. S. C. Phillips.

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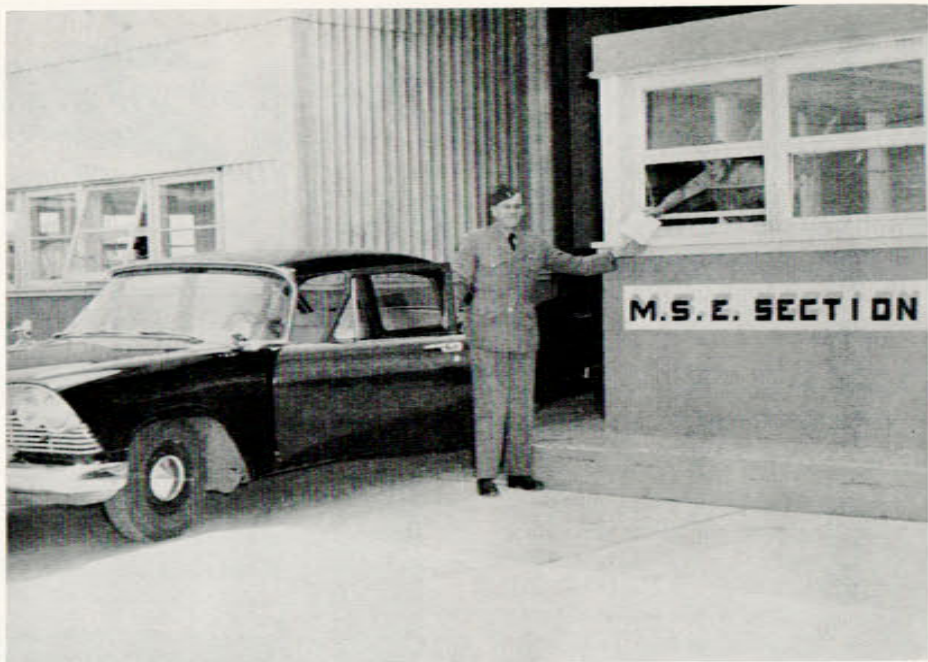
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Lac G. Christensen is seen receiving orders from dispatcher Cpl. J. Bomreoy to proceed on one of the calls the M.E. Section receives requesting a staff car.

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By A. T. KELL

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IT'S A SNAP. That's what the average person thinks as he sees them driving around the station. Just come in at eight, drive till five and then away they go. No "Boss" looking over their shoulder all day. Coffee breaks when they want them. Who's to know? Yes Sirree, it's a "Snap" all right. Your last run ends at five to five. Back to the section, wait your turn for the wash rack, wash the vehicle and then maybe it's all over for another day. There's nothing like flats on a rainy day, getting stuck in a snowdrift or being held up by traf-

fic on the way back to the station, so that it's six o'clock when you finally start home to the little woman's now-burnt supper. These things happen.

IT'S NOT ALL DRIVING. This section compares with an iceberg, in that an iceberg shows only a small portion to the viewer, belying its actual size. This could also be said about M.S.E., for the majority of the personnel are employed in other M.S.E. duties. They have their own "Records". Here, tabs are kept on all the vehicles on the station, including the fire trucks, mules and all the ground handling equipment. It's from this sub-section that the initial maintenance on all vehicles commences. From their records they determine when a vehicle has consumed one hundred and fifty gallons of fuel. Once this is done, the particular vehicle is brought in for a "Minor", which consists of a grease job and oil change, plus a check-up. After five "Minor's", the vehicles are brought in for a "Major." The wheels are removed and brake lin-

ings checked, along with the wheel bearings and all the various systems found in a modern vehicle. Filters cleaned or changed, engine tuned-up, it returns to the road. When a repair job is being considered, it is here, in this nerve-centre, that the final analysis is done. If the repair is going to be more than seventy-five per cent of the original cost, the records people recommend disposal.

Station Winnipeg is probably one of the few stations, that has an Inter-Site Bus. There are six civilians whose job it is to keep up to schedule. On the four mile route that it follows, one bus is likely to do ninety miles a day. The buses together carry about fourteen thousand passengers per month.

M.S.E. has its own supply people to handle the thousand and one parts required by a section of their complexity. Via the Supply Section, these people do the receiving and demanding for all parts, along with the receiving and issue of all the transport fuel. Last year

Station Winnipeg issued one hundred and two thousand gallons of gasoline.

For people who are not in the trade, there is a sub-section to handle their driver testing. Every year there are between three and four hundred people given written exams and road tests. Besides this, they handle Driving Safety and Trade Advancement for their own section.

Annually, the MSE section work in conjunction with the Jaycees on a Road-E-O for the teenagers downtown. This Road-E-O shows the teeners the right and safe way to drive; with films, written tests and a final driving test set out on the station.

Aircraft refueling can sometimes be just one big headache. It turns out to be nothing but a race against time, the elements, and a man's endurance. On a busy night, with aircraft arriving almost simultaneously, the bowser is almost continuously moving. Stopping only to load and unload. It is usually about this time that the incoming aircraft start asking for quick turn arounds. Servicing of an aircraft involves many people, but none are so important as to overshadow the driver that wheels the bowser back and forth with his load of aviation gasoline. Including both station aircraft and transients, an average day sees between eighteen and twenty-two thousand gallons of fuel issued. Considering Winnipeg's climate, there must be an awful lot of work done under the most adverse weather conditions.

To the driver who makes twenty or more calls a day, life is never exactly the same. He is never sure just when lunch hour is going to be or what he's going to be doing when he goes to work in the morning.

From the moment that the dispatcher enters his wicket, he's literally on the spot. He must be able to make instant decisions, on where to send, what vehicle, when. It seems perfectly obvious to the people doing the requesting that there are hordes of vehicles on the station. At any given time they can be seen flitting here . . . flitting there . . .

From the dispatcher's side of the fence, however, the picture changes, He sometimes feels as

though they are being treated as a taxi-cab company, for a number of the calls, request duplication of what the buses are already doing. He must be firm but pleasant when turning down such requests, because the demand would soon exhaust the supply.

Snow blowers, twenty five ton cranes, front end loaders, bull dozers, graders and tractors are all "old stuff" to the heavy-equipment men. They operate winter and summer. In the winter time there's the taxi strips and ramps to be kept clean. The evening crew may work far into the night trying to clean away what a couple of hours of snow can put down. The M.S.E. is responsible to the Flying Control section for clearing the snow away. They can be called on anytime to plough, or clear a crash route. They lay all the sand on the station, sand for the ramps, the taxi strips, and the roads. In a city or town it's the roads that are priority, but here on the station it's the aerodrome first, the roads becoming secondary assignments, but still as important as any road or street in the city. An Air Force station the size of Winnipeg is comparable to a small town, in that it serves as a home and working place for a few thousand people.

In town you find a bus company, an engineering department, a light messenger service, filling stations and heavy transport. These plus many more are necessary if

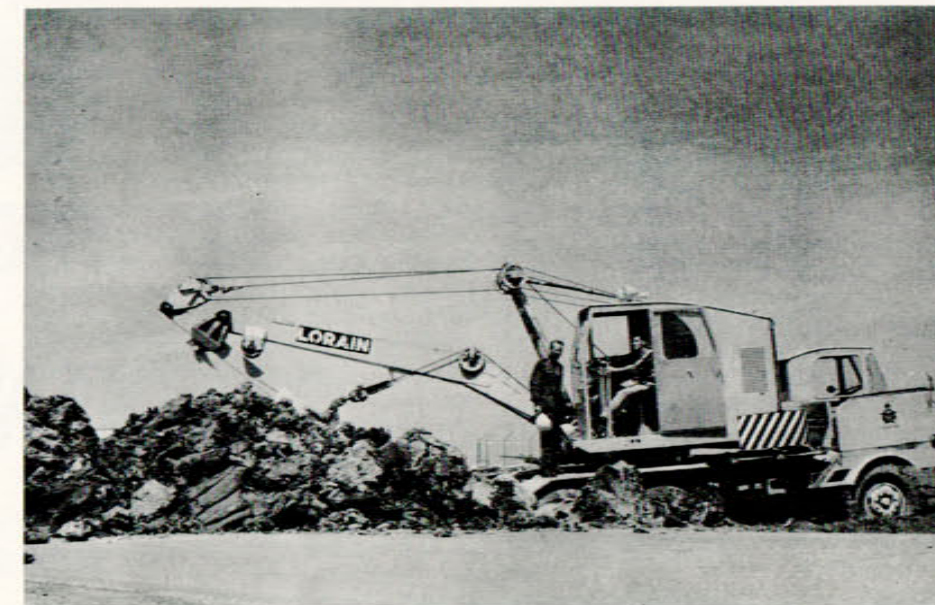
the town is going to be able to function properly. An RCAF station has only one section to provide these needs—the M.S.E. It hauls fuel and rations. They serve the gas for all station vehicles and service them as well. It is MSE's responsibility to see that all the fire trucks, ambulances and AFP vehicles are in top working condition at all times. It is their bus service that takes us from one side of the field to the other. For visiting dignitaries they provide the "Official Car". When a man on "stand-by" cannot get into the station during off-duty hours, by any other means, M.S.E. will go and pick him up.

All the roads, both on the station and in the PMQ area are ploughed and kept in driveable condition by them. There are no civilian maintenance trucks or ambulances here. M.S.E. takes care of all of these things. They keep all the power operated grass cutters in working condition for the numerous lawns. On the aerodrome the grass cutting is heavy equipment's job.

"Coffee Break" in every section means relaxation. Time to sit around and talk shop, sports, or last nights TV shows. It's here that you meet people like C. J. "Chuck" Hancock, who in October 57 drove her Majesty the Queen and Prince Philip on their visit to Ottawa.

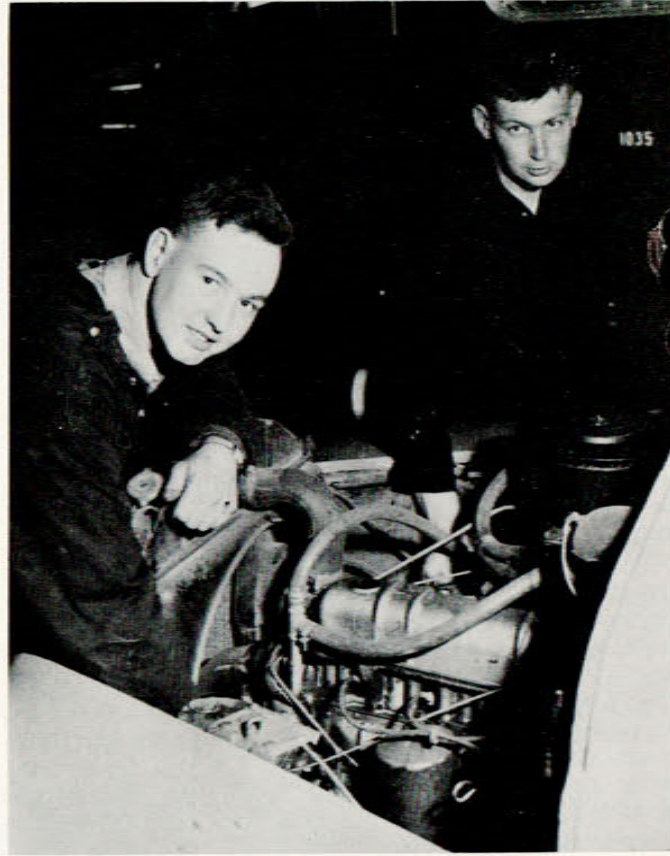
After they had left Ottawa and returned to Great Britain, Sgt.

A view of the Lorain Backhoe, one of the heavy equipment machines operated by the Station M.E. Section personnel.





WO1 A. Taylor and F/O A. R. Tomlinson are seen checking the records for the vehicles that will soon need repair.



The results of their findings are carried out by Lac G. F. Umbach and Lac P. Smith as they give the engine of one of the small trucks a check-up.

Hancock received a leather wallet and an autographed picture of the Royal Family. The picture is framed now; it hangs on the living room wall, a constant reminder of a little bit of "color" that was injected into his service career.

As if this was not enough, the following year, when Princess Margaret was touring Canada, Sgt. Hancock was once again chosen to drive Royalty. This time it was while the Princess was in Toronto.

There are others; Sgt. C. L. Rolfe, who was stationed in Prague from April 50 until April 51, as the Air Attaches driver. The drivers there, he says, aren't much different than here. Maybe a little more "progressive". By progressive, he means that a stop sign might not always be heeded, or that they just might "cut-out" suddenly.

WO1 "Red" Taylor, who enlisted in RCAF back in November 35 has some interesting tales.

He recalls tractors that served as snow plows, model A's and other vehicles with painted engines and gas lamps that had to be cleaned and shined.

Those were the days when all

drivers were supposed to know semaphore. One day he was driving the CO of Dartmouth down to the wharf for his boat. When they arrived the boat was some distance from the pier. So the CO instructed Warrant Officer Taylor (then AC2) to signal him in. Knowing full well that he had been skipping semaphore lectures, he blurted out the truth to the CO. "Never mind," said the CO, "I'll do it myself." With this he got out of the car and went to the end of the pier. For half an hour his arms flew, not unlike professional signallers at all. As far as the young AC2 standing behind was concerned, the message was passed. However, seeing that he was getting no results, the CO in exasperation, pointed down to the dock. Slowly, the boat made its way shoreward. After the CO had taken the boat himself, AC2 Taylor asked the boatman what the CO had said. "Couldn't understand it," he replied, "If he hadn't pointed to the pier, I would never have known."

The coffee room begins to fill; all the chairs are taken and suddenly there are people standing.

These are the "Tech's" who, given an environment of grease and oil, still manage to leave the section as well groomed airmen. The drivers that aren't out on runs join the crowd. It's these drivers, who last year drove eight hundred and ten thousand miles. There are the "Civies" and the office types. When you look around you can see just how extensive and diversified this section is. Now you fully realize just "what" it takes to keep a station the size of Winnipeg mobile and maintained.

The co-ordination and overall supervision for this section is provided by F/O Alf Tomlinson of Loon Lake, Saskatchewan.

F/O Tomlinson originally joined the RCAF in 1942 as a pilot. He remained with the service until the cessation of hostilities in 1945.

He then returned to civilian life — took an education refresher course and finally, commenced his own garage business.

In February 1957 he returned to the RCAF as an MSE Officer and although he has little free time he still manages to maintain a current pilot's rating.

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VAN'S VERBILITY

By WO1 VAN BUSKIRK

THE doctor finished his examination and whispered in my ear, "you'll have to diet". Realizing that he wasn't talking about the colour of my shorts, I inwardly flinched . . . I have always been exceptionally fond of my stomach,

both from the quality standpoint as well as the quantity. I prided myself for years for being a combination gourmand and connoisseur of staple foods. I never got into the level of Guinea hen breasts or caviare particularly but hung around in the basic class of "home baked beans and steaks". I had scoffed at the idea that I was too stout even though my ten year ago leather belt now only reached to my side pockets. But the doctor meant me alright because there was no one else in the room and the nurse outside was willowly without dieting. Beside that he was pointing his finger at me and talking in my ear. Yes! he meant me.

Smilingly I took the diet sheet and assured my professional consultant that I would be ten pounds lighter in two weeks. I guess he thought that I was talking about English money because he smiled back. So thus the battle between "mind over matter" commenced.

I turned down the desserts, ignored the rich brown gravy, poached the eggs and ate the unbuttered toast quite diligently for a whole day. It was a hard fight and I entrenched for the second round like an ardent TV fan awaiting the next episode of a Senate Investigation sub-committee. I was ready! I really thought I was strong but unfortunately for the cause, I was growing weaker.

It was not until the morning of the third day that my moral fibre collapsed. The aroma of bacon and eggs was the cause of my downfall. From there I grew worse and followed up with cream and sugar in both cups of coffee, jam on my toast and then a second rasher of bacon.

Having succumbed at breakfast time I was too ashamed to renew the battle again at noon. Later, I apologized to the good wife for eating her piece of chocolate pie, tore up the diet sheet, loosened my belt and lit up a cigar. "It was a hard fight Ma! but I tried". I may even give up smoking, next.

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VOXAIR VIXEN

Our Vixen this month is pert, vivacious, 5'4" Liz Gorliuk, who hails from rural Manitoba and now makes her home in our fair city. Listed among her favourite hobbies are: golf, swimming, and for the now ardent athletic male types—Beware, — judo.

Photo by Bill Camier

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F/O M. Long and Law J. Devlin are seen receiving advice on pick-up facials from two Beauty Councilors of Canada Representatives.

Monsieur Pierre Girard, owner of the Franco-Canadian School of Hairdressing, is seen giving tips on hair styling.



AIRWOMEN HOLD SELF-IMPROVEMENT COURSE

AIRWOMEN at RCAF Station Winnipeg are receiving the latest news this spring on beauty and fashion while participating in a self-improvement course.

Twice a week their spacious lounge is converted into a temporary charm school while the 40 service women experiment with skin care and makeup, hair styling, wardrobe planning and poise.

The course which started on May 11 and ran until June 2 was divided into two groups. F/L Anita Keates with leaders LAW Lorraine Richer and LAW Joan Hill supervised a group of 21 airwomen. The second group of 19 was under the guidance of F/O Mary Long and leader LAW Gladys Hewitt.

During their first meeting the girls studied the proper care of the skin and makeup application with the aid of four Beauty Councilor of Canada representatives. They were Mrs. Grace Reives, Miss Donna Clark, Mrs. Irene Knight and Mrs. Dorothy Paus.

Hair care was next on the agenda. Monsieur Pierre Girard, owner of the Franco-Canadian School of Hairdressing, delighted the airwomen with his adept styling and simple sets.

With his two models he demonstrated how the individual hair dressing needs of the airwomen can be met both in and out of uniform.

Mrs. Parker, a fashion consultant for the Hudson Bay Co., discussed wardrobe planning on May 24. With three models she presented a fashion show of career girl budget ensembles.

Poise was the topic of Mrs. Burgeman of the Cinderella Modeling Studio when she visited the Winnipeg Airwomen on June 2.

Since all the help is voluntary it is hoped that more Air Force girls will be trained to carry out such programs in the future. Another self-improvement course will be started in the autumn at RCAF Station Winnipeg.

RCAF JUNIOR RIFLE CLUB

THE year 1959-60 has seen the RCAF Junior Rifle Club through one of its most successful seasons.

Started under the capable leadership of Flying Officer Don Hall, the juniors, after only three weeks of training, entered two teams in the Manitoba Provincial Shoot last October. The trophies and prizes earned at that match were an indication that here was a group to be proud of.

In the ensuing months the group kept training steadily and racking up consistently high scores on their occasional invitational matches. All members were also earning their Dominion marksman awards to the point where all current members have their bronze, silver and gold pins.

The club has also been fortunate in receiving instructional assistance from Mr. Clive Bate, a former Dauphin marksman now residing in St. James. His energetic support has been sincerely appreciated, particularly during the extended absence of Flying Officer Don Hall on service training. (Incidentally we have heard that F/O Hall is doing wonders with the junior club in Aylmer, Ont.)

Our club wound up its official year on May 6th with a Father-and-Son shoot. This was so successful the members want a repeat performance next year. Some of the members showed their fathers the fine points of target shooting and, to the surprise of a few sons, pop proved he wasn't so rusty after all. The shoot was followed by a dinner at which Air Commodore M. P. Martyn presented the following awards:

402 Squadron Annual Trophy for Outstanding Progress — Ted Alexander.



The Junior Rifle Club Trophy Winners seen following awards by A/C M. P. Martyn. (Left to Right) Bruce Mann, Marman MacMurchy, Brian Mitchell, Bob Coulter, Murray Roberts. (Seated) Ted Alexander. (Missing) Garry Booth.

Father-an-Son Shoot:

First Prize (tray)—Garry Booth.
Club Top Scorer (tray)—Bob Coulter.

Proficiency Awards (Ammo Blocks)—Norman MacMurchy and Murray Roberts.

Runner-up (Ammo Block)—Bob Coulter.

Appreciation Award (Ammo Block)—Mr. Olive Bate.

The club will officially open again in September and we look forward to another good year.

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*He was clearly of the opinion
That the air was also man's
dominion
And that, with paddle or fin
or pinion,
We soon or late shall navigate.*

JOHN TOWNSEND TROWBRIDGE

F/L J. W. (Jock) RODGER

NOW whether the name "Jock" is derived from Jack; or Jack is derived from Jock, we do not know. But anyone who has talked with F/L Rodger will know that "Jock" is definitely Scotch.

Born in Glasgow, "Jock" first came to Canada in 1941 as a RAF trainee under the British Commonwealth Air Training Plan (BCATP).

Following a short waiting period at No. 31 Personnel Depot at Moncton, N.B., he was sent to the Bomber & Gunnery School at Mountainview, Ontario. Though F/L Rodger successfully completed the NAV 'B' course here, the powers that be decided that, due to an eye weakness, this trainee would be best employed as a straight navigator. "Jock" graduated from the No. 9 AOS in St. Johns, Quebec, in June 1943 thereby replacing the NAV 'B' wing with the NAV.

F/L Rodger then joined a unique group which operated from Canada and the United States during the war. This was the allied ferry service. Aircraft were flown to operational theatres all over the world. The crews were of many nationalities and some, like "Jock," were young and inexperienced, while others were highly skilled personnel with many years experience on the world air routes.

Operating out of Dorval, "Jock" first joined a group ferrying DAKS and Mitchells to the UK, North Africa, India and Egypt. An interesting point here is that one of our Radio Daks here at Winnipeg (identification FZ669) is written up in F/L Rodger's log. It was delivered to the UK in 1944. "She's still going strong," said "Jock." A statement with which our maintenance group may not entirely agree.

In reply to queries of any prime difficulties encountered on these trips, "Jock" said, "Our main problem was the green crews. Prior to my first overseas run, my longest 'nav' trip had been from North Bay to Three Rivers, Quebec, and I was no exception to the rule." He continued, "I sure had some tense moments as did the pilots involved, as to whether or not my calculations were accurate. But with time came experience, and with experience, greater confidence.

There were no passengers carried on these flights. All freight, consisting mainly of aircraft parts. The maximum load for "Daks" then, was 33,000 pounds as compared to today's greater safety factor of 27,000 pounds.

The ferry crews usually returned to Canada by boat or by a modified version of the B24, which

BOAC operated for this purpose. A round trip took from a month during the winter months down to 10 days in the summer season when the weather was not such a delaying factor.

In March '44, "Jock" ferried Baltimores from Nassau in the Bahamas to West Africa. In July, the same year, they returned to Montreal to begin the ferrying of "Lanks" to the UK, and "Libs" to India. The India run was via North Africa, Egypt and Iraq, with the final destination as either Karachi or Allahabad. They were returned via the USAF ATC flying C54's operating a shuttle service for the ferry crews.

"Jock" took his release at Montreal in '46. He remained in Montreal only long enough to convince a very charming young girl that he didn't fly ALL the time. Did she get fooled!

F/L Rodger re-enlisted in October, 1948. This time with the RCAF, who immediately transferred him to the 426(T) Squadron. This unit managed to keep "Jock" away from home as much as possible while guiding the North Star sched runs across Canada and forever northward.

Then came Korea. From July 1950, 'til June of '51 F/L Rodger

(Continued on page 23)

PERSONALITIES

*There is not blue like the blue cup
The tall delphinium holds up,
Not sky, nor distant hill, nor sea,
Sapphire, nor lapis lazuli.*

LOUIS DRISCOLL

Mr. JACOB "Jake" DERKSEN



LUSH lawns, budding trees, healthy shrubs, and floral plots are summer decorations that we of Station Winnipeg expect—and get! With the termination of that long, long winter, we really enjoy it, and that, as "Jake" would put it: is the real reward."

Mr. Derksen has been Head Gardener at this unit for nine years.

"When I first came here," he said, "that west site was just bush and swamp. I have watched the station grow and with its structural growth I have added the roots."

"Jake," like most people in the horticultural business, is never too busy to advise or help. Every day one sees station personnel wandering into the greenhouse.

"How can I get rid of crab grass?"

"What type of flowers are best for window boxes?"

"I never grew a thing in my life, how do I start?"

"Back in Ontario they'd call this gumbo—cement!"

"It must be good for something other than wheat."

Mr. Derksen came to our station in the spring of '51. Prior to this he worked for the Horticultural Division of the Experimental Farm at Morden, Manitoba. Altogether he has more than 20 years experience in the "growing" business.

Of Dutch ancestry, "Jake" was born and raised in this area. "I'm the only one in the family with the so-called 'green thumb,'" he laughed. "Even as a kid, I used to look after the garden, and it seems that I have been doing it ever since. I like the work and derive a great deal of contentment and satisfaction from it," he said.

"Jake" has the distinction of being the first gardener hired by the Defence Department when it was decided to employ a full-time man for this job at all air force units.

Gardener, on a station of this size, is no small job. It will surprise our readers to know that the station greenhouses supply full seasonal flowers, such as: Poinsettia for Xmas, the traditional Easter Lily, not to mention Geranium plants, Ferns (five varieties), Begonias (seven varieties), planter material, Rhododendrons, Philodendrons, varieties of creeping plants plus many others that this writer cannot pronounce, never mind spell.

In addition to the above, "Jake" must prepare approximately 360 flats for transplanting to the outside plots. He also has no less than 1,000 potted plants to care for. This, of course, is in addition to the spring and summer landscaping

duties and the pruning and planting of trees and shrubs.

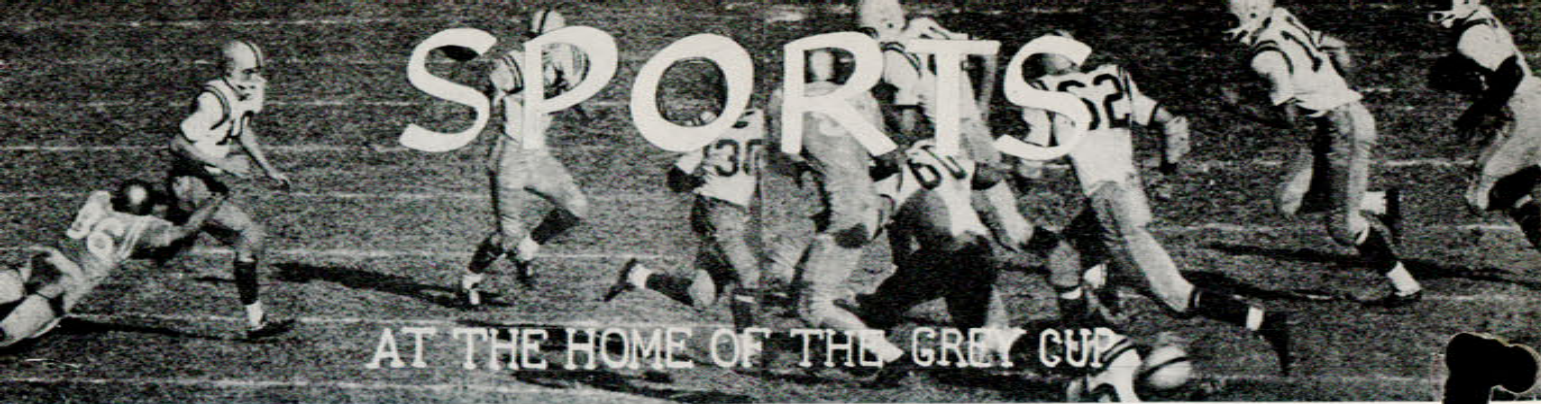
During the peak seasonal period, which is now, "Jake" is provided extra help by the CE section.

For those of our readers who are ardent plant enthusiasts, here is some advice by "Jake" on types of flowers best grown in this area. These are commonly called "main annuals": Petunias, Alyssum, Salvia, Snapdragons, Portulaca, Pansies and Ageratum. "Because of the heavy soil here you must work in sand, humus, and aerate more than usual. With the proper soil preparation and a periodic addition of plant food plus the normal care afforded any plant, you should be very successful," said "Jake."

"Frost dates?" — "Never plant outside any earlier than the 24th of May. Many gardening enthusiasts won't plant until after the 6th of June." Then, smilingly—"It's still no guarantee they won't get nipped."

For window boxes, "Jake" suggests: Balcony Petunias for lots of bloom. Lobelia, which hangs over the side of the box. As a main flower: Geranium, Double Petunias, and Petunia. Portulaca too, is another good hanging plant. "And," continued "Jake," "the box

(Continued on page 24)



R.C.A.F. WATER SAFETY PROGRAMME

A unique water safety program has just been completed at RCAF Station Winnipeg. The Canadian Red Cross Society in co-operation with the Royal Canadian Air Force has conducted a five day course to train Air Force officers in additional water safety.

In reviewing the Red Cross instruction program with the group of officers the CRCS hopes to augment its strength and gain the assistance of the trained Air Force personnel to expand their program.

When these officers from across Canada return to their stations they will be prepared to act as water safety supervisors and examiners in their areas.

During the five day course the men reviewed techniques of performance, standards of examination and teaching problems by means of lectures as well as practical work in the pool.

Mr. C. R. Blackstock, National Director of Water Safety Service for the Canadian Red Cross, Mr. William LeBlanc, Divisional Director of Water Safety Service for Manitoba, and Mr. Robert Stangroom, Deputy Director of Recreation from Air Force Headquarters, supervised the training program.

The Canadian Red Cross Society has always been of service to the armed forces and this is further evidence of co-operation with the RCAF, Mr. Blackstock pointed out.

This is the second such course to be conducted. Last year a similar program was begun at RCAF Station Downsview, Ont. Red Cross officials hope to train Air Force personnel in such a program whenever required.



(Left to Right) Back row: F/L D. G. Fry, Sr., Sylvestre, PQ., F/O J. A. Blackaby, Bagotville, PQ., Mr. C. R. Blackstock, F/O H. W. Roper, Greenwood, N.S., F/O A. W. Parker, TCHQ, Winnipeg, Man., F/O H. Walker, (Front row) F/O R. W. Allan, Clinton, Ont., Mr. Bill LeBlanc, Mr. Robert Stangroom, F/L Dennis Kempson, Goose Bay, F/L L. W. Hart, Maritime Command HQ, Halifax, N.S., F/O H. V. Wilson, AFHQ.

F/L Dennis Kempson, Goose Bay, checks the elementary backstroke leg movements of the Senior Class of swimmers.



BOOK SHELF

By F/L E. TEIMAN

Mrs. 'Arris Goes to New York

By PAUL GALICO
(Doubleday & Co.)

SOME of our readers may be familiar with the redoubtable Mrs. Ada Harris, who first made her appearance on our literary horizon about a year ago, when she made a trip to Paris, in Mr. Gallico's first heart-warming story about this little English charwoman, the book being named "Mrs. 'Arris Goes to Paris," a title chosen not entirely by chance, we venture to suggest. In that publication, our little Cockney heroine scrimped and saved and fought her way to Paris in order to purchase a Dior dress, and without a doubt fought her way into the warm feelings of those of us who read the stories that Paul Gallico offers up from time to time.

Now our lovable little Cockney lion, or perhaps we should say lioness, faces an even greater challenge. It is to rescue an abused little boy, living next door. Little Henry Brown is the son of an American soldier formerly stationed in England, and of his wife, an English girl whom he neglected to take back to the States with him upon his return. A divorce was eventually secured, but Little

Henry's mother re-wed, and under the circumstances abandoned him to the not so tender mercies of the family of Gussets, with whom he was boarded.

Mrs. Harris's attempt to re-unite the son with his Father, leads her, in company with her plump and palpitating friend Mrs. Butterfield, across the Atlantic and into fresh and unexpected adventures in Washington and New York.

It is inevitable that quaint characters show up here and there, and not the least important of these is the French Ambassador to Washington, a gentleman with whom Mrs. Harris first became acquainted on her memorable trip to Paris, and it is fortunate for her that he does show up, because in order to get Little Henry into the U.S.A. in the first place, Mrs. Harris has smuggled him on board the French liner taking her to New York.

It would be a pity to spoil such a light-hearted and human story by recounting the whole plot here, but those who know Mrs. Harris will not be surprised that she flits in and out of situations with the

grace of an antelope, and the whole adventure ends with a very delicate situation solved very nicely, with an even happier ending for Mrs. Harris than even she could have suspected when the adventure began.

This is a light-hearted tale, and is intended for those readers who like their refreshment in small droughts. It does not require a heavy concentration, yet it is intriguing. Mr. Gallico has a very delicate touch to his writing, and his story paints a clear picture of the action. He is a prolific writer, having published a number of stories, one of which is a must for any enthusiast of his style, "The Snow Goose," a very heart-wrenching tale of a crippled painter, a small girl and an injured Snow Goose, all of whom meet in strange circumstances in the Essex marshes just before Dunkirk.

Although Mr. Gallico is an American by birth, he lives in Europe, and maintains a home in England and on the continent. He writes with a first-hand knowledge of the places he describes. He is worth while reading.

IT'S A FACT . . .

**Alcohol
And Road
Deaths**

The Winnipeg General Hospital pathologist, Dr. Donald Penner, said Wednesday 80 per cent of the fatal highway accidents investigated by his office showed alcohol as a contributing factor.

Dr. Penner said complete records for the relationship between alcohol and fatal highway accidents had been kept only for a few years, but that the 80 per cent figure was correct for the past five years.

His laboratory was the first in western Canada to make blood alcohol content analysis on accident cases, he said, but for many years ran the tests only on accidents where other indications showed alcohol to be a factor.

**ALCOHOL . . .
A FACTOR IN 80% OF
FATAL TRAFFIC ACCIDENTS**

Something worth pondering because it is not only a fact but a local, and up-to-date fact - alcohol . . . a factor in 80% of fatal traffic accidents.

This figure is based on data obtained from the Pathology Department of the Winnipeg General Hospital.

Free Press
Dec. 30, 1959

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NEWS IN PICTURES

Crew members of a United Nations Dakota take a last look at their home base, 6 Repair Depot, before flying the aircraft to El Arish, Egypt. All crew members with the exception of the radio operator and the navigator are from 6RD's 129 Squadron and Ferry Flight. Pictured from left to right (front row) are F/L H. Elliott, Captain, R. G. Kelso, co-pilot, F/L J. W. Smith, Radio Officer (Stn. Winnipeg); (back row) Cpl. W. J. Crich, crewman, LAC Fisher, crewman, F/O G. L. Phee, navigator (Stn. Cold Lake), LAC Y. Labut, crewman and LAC Magne, crewman.

—(National Defence Photo)



Lower:

G/C J. F. Mitchell and F/L E. E. Boyd conduct a briefing for Faculty Members of The University of Saskatchewan, during their visit to Station Winnipeg.

PERSONALITY

(Continued from page 18)

logged an average of 130 hours per month while on the Korean airlift to Japan. The crews averaged seven to eight days on a trip, with three days off before it started all over again. This airlift was first operated out of Tacoma, Wash., with refuelling stops at Shemya, the Aleutians. "I never once went in there without GCA," said "Jock." "It must have the lousiest weather in the world."

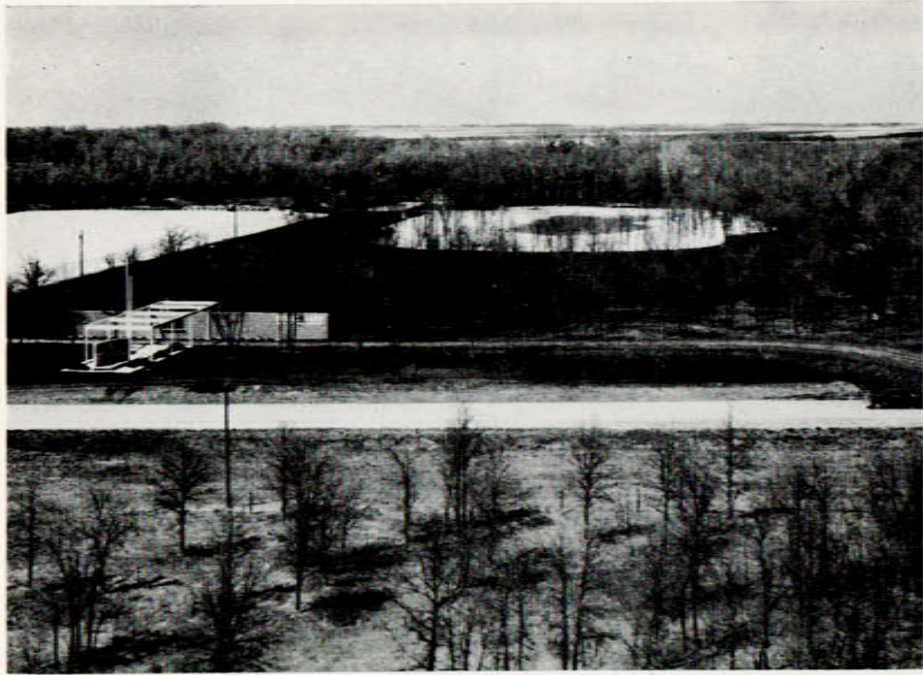
The return trip from Japan was via Wake Island to Honolulu, where stretcher cases were taken, then to San Francisco, and finally Tacoma.

Here "Jock" paid great tribute to our maintenance crews. The Korean airlift was started with only six North Stars. One trip per day was made and as F/L Rodger said, "We could never have kept up the pace without them. They did a terrific job and I doubt if it could be equalled anywhere."

As a respite from flying duties "Jock" was transferred in January 52 to Churchill, Manitoba. Though this seemed a poor substitute, it turned out to be an interesting job. Much work was done in connection with government agencies in assisting the native Indian and Eskimo population in that area.

Following Churchill, F/L Rodger was sent on an advanced "Nav" course at Summerside, then back to operations again. This time with





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STATION BARBER SHOP

Lou Cancilla, Prop.

the 435(T) Squadron at Edmonton. "Jock" was employed as the Sqdn. NAV Officer, and was initiated to the C119 in its role as transport, army para-drop, and Arctic resupply duties.

Wherever or whatever the emergency, "Jock" seems to be there. In Nov. '56, during the Suez crisis he left for Italy. Based at Naples the job was to airlift troops and supplies to Suez. Luckily though this was for only a few weeks and in December the "BOXS" returned to Edmonton—a little colder, but home.

In August 1957, F/L Rodger came to CNS Winnipeg to attend a specialist "Nav" course and in June '58, on successful completion of this course, he was selected to instruct post graduate classes in "Spec Nav" and "SONI" (Staff Officer Navigation Instructor).

To read "Jock's" log may be compared to a world travelogue. Yester-year, a nervous young airman diligently—if a little uncertainly—plotting his first trans Atlantic trip. Today, a skilled navigator—"On Call"—when a "specialist" is required.

PERSONALITY

(Continued from page 19)

should have a good six-inch depth of soil."

A tribute to station personnel was given by Mr. Derksen. He praised the respect shown his gardens, etc. "There is no damage at all," he said. "Considering the number of people on this station, this is really something." A slight pause: "The only damage I experience here is from the Jack Rabbits, they chew the bark from the young trees."

A noticeable floral arrangement by Mr. Derksen and his crew is the eye-appealing layout at the Whytewold entrance, which was completed in time for the Queen's visit last year.

For relaxation from his arduous duties on the station, "Jake" heads out Headingly way to his home and tackles a two-acre stretch lawn. "It takes me five hours with a power mower and after that I can get at the vegetable garden."

If you have a gardening problem, take it to "Jake." He's an expert, and a nicer person would be hard to find.

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