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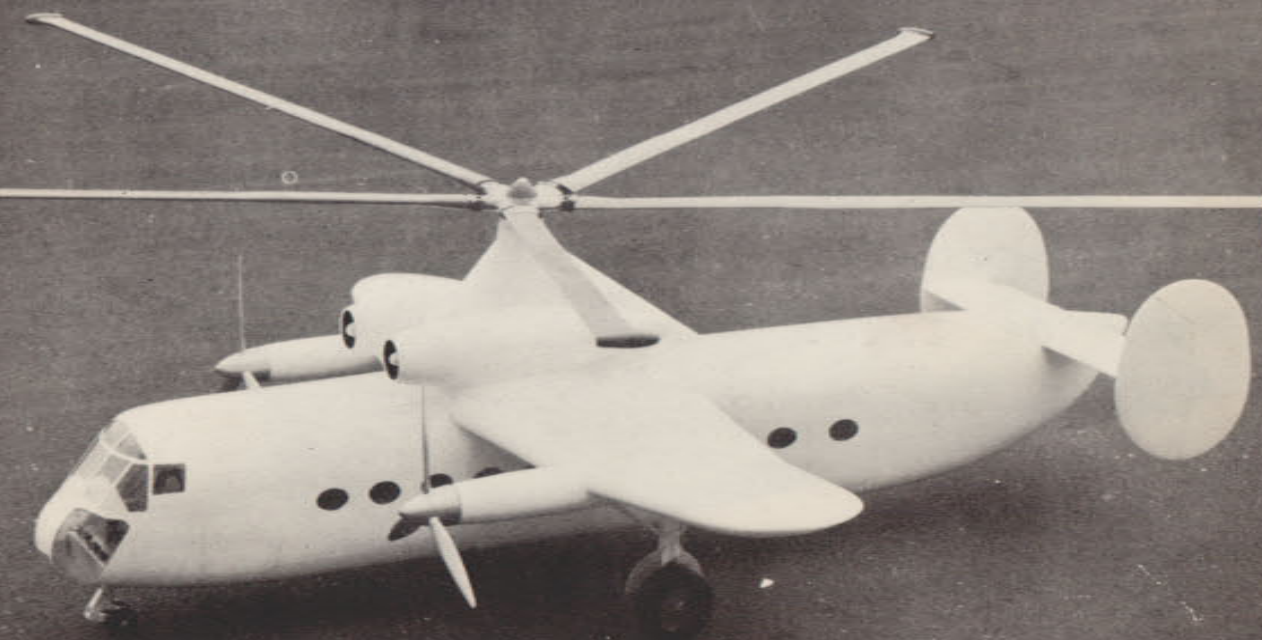
PHOTO ALBUM

VOXAIR



THE VOICE
of the AIR FORCE
in Winnipeg

OFFICIAL PUBLICATION OF THE R.C.A.F. IN WINNIPEG



STORY ON PAGE 2

JANUARY 12, 1953

Price 10 cents



ACTIVITIES OF THE ROYAL CANADIAN AIR FORCE IN WINNIPEG

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Editorial

ONE OF OUR fellow associates of the station recently said to us, "Well, after all, it isn't much more work publishing Voxair than instructing or flying." We sighed but smiled openly as we thought of the gallons of midnight oil that had been burned. This magazine is our "joe" job and day by day as the magazine grows, it becomes more complicated.

We thought that our reader (name withheld for fear of outside reprisals) would like to know how a Voxair is published. Well, the publication of this magazine begins as soon as the edition is on the news stands. The first thing that must be done is to get copies out to all our advertisers and to a list of units a mile long.

Phase two starts with sorting out the comments. These are divided into three classes—the kind ones or "Nice effort, kid!"; the "Question" type or "Where's my picture?" etc.; and the greater percentage from those who have never done anything for the rag. These we ignore.

Phase three is the tough part—getting the staff together. Most people imagine that just because a guy's name appears on the mast head he's on the staff. Some are and some are not. Some get a free copy for letting the editor use their names so that he won't feel too lonely or conspicuous when the magazine is published. Some of them bring a wealth of experience to the publication but this wealth has been hoarded with a zeal that would have done credit to

Ebenezer Scrooge before Tiny Tim got to work on him. Occasionally one of the members of the staff writes a poem and the editor is so grateful their embarrassment prevents them from such menial chores as proof-reading or news hunting.

Somehow, however, the material gathers and goes to press and a magazine appears and the vicious circle begins again. Actually, we do have wonderful co-operation from most of you but needless to say we must have more. We try to make this truly YOUR magazine so let us hear from you, please.

VOXAIR PHOTO ALBUM STORY

The Fairey Rotodyne

THIS ROTARY WING aircraft is designed to carry a useful load of 13,000 lb. at speeds much higher than those of conventional helicopters—the designed cruising speed is about 50 per cent higher than the present international speed record for helicopters.

As the Rotodyne is intended for passenger carrying, the technical approach has been to give the greatest possible safety: twin engine reliability is provided in both vertical and horizontal flight. The wings unload the rotor in horizontal flight, and this, combined with the tip rotor drive by pressure jets, contributes further to safety.

Mechanical simplicity and ease of maintenance is inherent in the power system. This consists of two gas turbine units, which drive auxiliary compressors. Compressed air is passed to the pressure jets and to rotor tips and to turbine units driving propellers mounted in the wings. Control of this air is by a simple valve system; thus all the problems of mechanical drive are absent. In vertical flight the full power is taken in the rotors; in cruising flight the greater percentage is taken by the wing engines.

Passenger comfort has been given careful consideration. The whole fuselage is unrestricted and free of the mechanical drives, engines, etc., of conventional helicopters. The main turbine units are positioned above the fuselage, and should give minimum noise in the cabin. The principle of unloading the rotor in forward flight and the use of five blades cuts down the vibration.

The unrestricted fuselage lends itself to freight carrying as well as passenger carrying. Rear "shell" doors for loading cars, heavy freight, etc., are under consideration.

Leading particulars

Rotor diameter 80 ft. (24.38 m.)
All-up weight 31,000 lb. (14,061 kg.)
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Cruising speed 175 knots (325 km/h.)
Range 2 hours at 175 knots
(2 hours at 325 km/h.)



'PEG PERSONALITY

L. A. C. SHEWCHUK

AN OLD TIMER on the station, "Nes" as he's commonly known spent his early life in Manitoba and the Lakehead area. He joined the Airforce in 1942 as an AE Tech and followed a with quite a colorful career.

A good share of this time was spent with 103 Sqn. Dartmouth as a crewman. While here Nes was on a few choice mercy flights, supply drops, ice patrols, etc. One of these was an emergency operation for the son of the Governor of St. Pierre Miquelon—the French islands just south of Newfoundland. However, his most hair raising experience was in a Bolingbroke when an engine cut on take-off.

On his retirement from the RCAF in 1947 Nes took to the lunch room business and the concession in the

railway station at the Lakehead. As one of the crewman's duties is taking care of the flying lunches, perhaps the lunch counter induced Nes to return to the RCAF in 1950.

He was transferred to 111 C&R Flt. on re-enlistment and has added plenty of color to the flight and station ever since. The staff pilots of 111 C&R speak very highly of him. The duties of a crewman are many. He is responsible for servicing the aircraft and generally taking care of it when away from home base. As an example of Nes's ability we quote the mercy flight to Mould Bay when the crew completed 26½ hrs. of flying in a 38 hour period. As there were six stops enroute, this left a very short period at each for serving but "our boy" came through.

Perhaps you have wondered what wings are those that Nes is wearing. They are the new FE (Flight Engineers) Wings. Not every crewman can qualify to wear them. However, it is a symbol of ability.

One would be mad to believe that Nes does nothing but work, don't be mistaken! He is one of the stations top curlers and also a member of the Deer Lodge Curling Clubs. A regular Dead Eye Dick for drawing into the button. He also finds time to be active with the Boy Scouts. Parents need never worry as his example and manner with children is a fine tonic to youth building.

We are proud to present LAC Shewchuk as our Peg Personality and wish him all success in the RCAF.



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R.C.A.F. Year End Roundup - 1952

AS 1952 DRAWS to a close, the RCAF, its operations extended from the Far East to the European Continent, looked back over a year crammed with activity and achievement.

New operational squadrons made their appearance, new training stations were formed, and new aircraft and equipment came into use. Personnel strength rose from 29,552 at the close of 1951 to an estimated 38,500 at the end of 1952. For the first time since 1945 RCAF fighter planes were based on the European Continent.

Most newsworthy Air Force operation of the year was perhaps the buildup of the RCAF's overseas strength, highlighted by the flight of four Sabre jet squadrons across the Atlantic.

Late 1951 saw the formation of the RCAF's first post-war operational base overseas, the Fighter Wing at North Luffenham in England. One Sabre squadron arrived there for duty before the end of 1951. In early 1952 the second Sabre squadron arrived at North Luffenham, having travelled by sea, as did the first one. The third and final squadron to arrive at North Luffenham flew its own Canadian-built Sabres, made by Canadair Ltd. at Montreal, across the Atlantic in June, arriving at its new

base without mishap. This movement, termed Operation Leapfrog One, marked the first trans-Atlantic jet flight by RCAF aircraft.

The North Luffenham Wing, comfortably established in a permanent-type RAF station, worked hard throughout the year, rolling up flying hours and taking part in many exercises with the RAF and with the air forces of other NATO nations.

While the scream of Canadian-made jets was becoming commonplace at North Luffenham, work was going on preparing and manning other RCAF overseas bases. The RCAF's Air Material Base at Langar, not far from North Luffenham, was opened, and although not completely finished as 1952 ended, was "in business" with majority of its personnel established there. This base is responsible for supplying logistics support to the RCAF formations on the Continent and in the UK, and forms a vital part of the Air Force's overseas force.

1st European Base

At the same time work was going ahead preparing for the 12-squadron Air Division on the Continent. Air Division Headquarters was formed at Paris and the first of the four RCAF air bases on the Continent

was manned at Grostenquin, France, near Metz.

The Fighter Base at Grostenquin came into being in October, when three Sabre jet squadrons arrived there after a mass flight across the Atlantic from their home bases in Canada. The Grostenquin base, not completely finished but, like Langar, "in business," is the first of the RCAF Continental bases to be opened. Construction work is underway at two other bases and negotiations are proceeding in connection with the site for the fourth base. Plans call for the Air Division HQ itself, which will control the four bases, to move from Paris to permanent quarters at Metz in 1953.

By the year's end nearly 2,500 personnel had been transferred to overseas bases and drafts were continuing to leave Canada in a manner almost reminiscent of Second World War days.

Under arrangement with the USAF, limited numbers of RCAF fighter pilots are obtaining combat experience in Korea, attached to USAF Sabre jet fighter squadrons. By the end of 1952 13 RCAF pilots had seen service there, as members of American fighter squadrons. They had been credited with a total of eight kills of enemy aircraft in aerial combat.

The Air Force announced the formation of four new Regular Force squadrons during the year. Three of these are Sabre jet fighter squadrons and the fourth is a Maritime Squadron, flying Lancasters. A fifth new squadron, flying Sabres, was set to come into being officially in January, 1953.

Expansion of training facilities continued, with the opening of new training schools, mostly at points on the Prairies. Announcement was also made of a re-opening of a former operational station at Comox, B. C.

Organizational work and recruiting continued for the Ground Observer Corps, and plans call for opening of the first operational units of the Corps early next year.

Construction Continues

The end of 1952 found the Service's vast construction programme still forging ahead, although many projects were completed during the year. New hangars, married quarters, barracks, runways, and construction jobs of other types were underway. Included in the construction programme were large supply depots at Downsview, Toronto, and Namao near Edmonton. Long-term RCAF plans call for full Air Materiel Bases at both of these points, of which the SD's will form a part.

Training, both of air and ground crew, continued at an increasing pace. Uniforms of aircrew from the UK, Norway, Denmark, Belgium, the Netherlands, France and Italy became commonplace at wings parades as more and more trainees from those countries completed their aircrew training in Canada. This aircrew training aid is one of the important NATO contributions which

Canada is making to the overall common defence programme.

The Service noted the first anniversary of the initial intake of women for the Regular Force. In July, 1951, the first class of recruits arrived at the Manning Depot at St. Johns, P.Q., and this occasion was noted last July by a ceremony there. It was estimated that the year's end will find about 3,000 women wearing Air Force Blue as members of the Regular Force. Service personnel are high in their praises of the job done by the women since they returned to the Air Force, and it was announced late in 1952 that they are to be sent to RCAF bases overseas.

RCAF squadrons, both Regular and Auxiliary, held to a hard training schedule throughout the year. Six squadrons of Air Defence Command, five of them Auxiliary, flew in Operation Balbo in January. The following month five more squadrons, two of them Auxiliary, joined with Army units in Exercise Sun Dog Two, held in the Labrador-Ungava area.

Maritime Squadrons Busy

The RCAF's Maritime Squadrons had a busy year, taking part in several NATO exercises, both over Canadian waters and overseas. In addition, they flew ice reconnaissance for Nanook 52, the UK Navy's annual marine supply operations to the joint Arctic weather stations, and joined with US forces for training exercises.

The Service's transport squadrons were also busy, and in July 426 noted its second full year on the Korea airlift. In its first two years of operations on the Pacific airlift the Thunderbirds chalked up more than

25,000 flying hours and flew 4,300,000 statute miles. They carried close to 5,000,000 pounds of freight and mail across the Pacific and more than 10,000 passengers, including many wounded.

Members of the RCAF's Auxiliary and Reserve, including air and ground crew, took part in summer training. For the first time women were included amongst these summertime reserve trainees. Fifty university co-eds, wearing Air Force blue, received indoctrination training at London, Ont., and went then to Air Stations across Canada for further training.

The RCAF's Search and Rescue organization carried on its life-saving duties throughout 1952, lending aid to aircraft and shipping in distress and carrying out scores of mercy flights. The year saw the Service's "Para Pets," the parachute jumping nursing sisters, make their first operational jumps.

While not operating on as large a scale as during the several years following the end of the Second World War, the RCAF's photo survey planes droned over many parts of Canada during the summer season, carrying on their task of photographing Canada from the air and adding to our knowledge of our geography and natural resources.

New Aircraft Appear

New aircraft made their appearance during the year. Ever increasing numbers of F-86 Sabre jets from the Canadair plant at Montreal became available and were formed into new squadrons. CF-100 Canuck jets, being produced by A. V. Roe Canada at Malton, near Toronto, went into

(Continued on page 12)

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National Defense Photo

RCAF LOOKS BACK—As 1952 draws to a close, the RCAF can look back on a year of achievement and expansion. New operational squadrons were formed, new training stations came into being, and new aircraft and equipment were brought into use. Personnel strength rose from 29,552 at the close of 1951 to an estimated 38,500 at the end of 1952, and for the first time Canadian fighter planes were based in Europe in peace-time. The following pictures give an indication of the activities and strength of the RCAF. (1) The RCAF continued its search and rescue and mercy flight program, and many humanitarian flights were carried out by air force crews. Here

an RCAF helicopter takes aboard a sick patient. (2) A recent addition to the RCAF is the C-119 or "Flying Box-car," which is invaluable for carrying heavy freight and equipment. (3) The departure of 439 Squadron from Uplands airport for North Luffenham, England, typifies the extent of the RCAF's commitments overseas. Two fighter wings are already based in Europe, building toward a 12-Squadron air division on the Continent. (4) The Minister of National Defence, Brooke Claxton, right, announced that Air Marshal W. A. Curtis, Chief of the Air Staff, centre, will retire at the end of January, 1953, and will be succeeded by A/V/M C. R. Slemon, left. (5) Symbolizing the im-

portance of women in the modern RCAF, this picture shows an woman directing a Sabre pilot to safe landing. (6) The maintenance and expansion of an efficient air force calls for a vast construction program, including new barracks, runways, and hangars such as this massive concrete structure. (7) Another important aspect of Canada's contribution to NATO is the training of air crews from other member countries at RCAF stations. Forming a camaraderie which bodes well for the free world, two French and two Danish students examine navigation instruments during their training in Canada.

Accounts and Finance . . . By The Recording Angel

THE MOON made a giant spot-light in the garden of Eden that special night when nothing was divided by two. That first long kiss between old Adam and his more ornamental Eve became the first accounting problem on earth. At that highly charged moment the conception of accounting was completed and into the quiet serenity of the elysian paradise eventually was born the little two-headed monster of Accounts and Finance. No gentle administrations eased the agony of Eve during the grim travail, or soothed the nervous Adam during the long wait, but while the wind howled and the earth shook to its foundations the hideous little body lay at last supine. Adam took one long look at his contorted off-spring and cleared his throat in annoyance.

No rejoicing took place in the garden that dark stormy night to celebrate the birth. The elements were disturbed and the sinister spirits of all evil were athwart the land. The double-headed Siamese twins of Accounts and Finance, that miserable progeny of raw chemistry,

lived, one day to ascend the throne of all economy and exert the despot's will upon the whole human race. That grim night bore no evidence of the shining torch of truth the twins would one day carry, nor of the disciplined order to come, lighting and regulating the dark corners of the world and dispensing a judgment with the wisdom of Solomon on the economic problems of all airmen.

During their frail and neglected infancy these Siamese twins, Accounts and Finance, this warped, super-intelligent, cold blooded, child of logic, existed in a world which worshipped the body beautiful and knelt adoringly at the shrine of physical culture. The twins were possessed of dark complexes, no apparent sex-appeal (Sgt. Hryciuk to note) and lived in melancholia and frustration for the first tender years of their lives. Double Indemnity, however, outlived the Stone and Bronze eras, was by-passed by the Neanderthal and Paleolithic men, but on final maturity came into its own with the advent of the twentieth century.

Genus of that Eden product, but

definitely streamlined from long experience and the broken, ravaged pens in Ottawa, is the Accounts and Finance section of RCAF Station Winnipeg. This misunderstood but hallowed section, nucleus of the Station proper is the very life-blood of this branch of National Defence organization. In the massive ledgers the accounts croupiers keep the records. Behind bars and strong iron safes lie green-sheaved government riches. For the shining brilliance of this magic elixir airmen have scaled the clouds and plumbed the depths, running the gamut of all emotion, laughed and wept with the twice-monthly tides of the pay parades. To possess more of the green lettuce men have been known to commit murder, mayhem and even matrimony, have been known to attend church service without a penny and even lived a few hours on the barren acid wasteland of a deserted barrack block without it. The green-leaved stuff has magic in its smile, power to raise the finest Seagram spirit in the country and cast the

(Continued on page 20)

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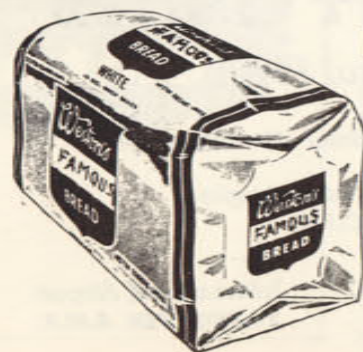
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Christmas Party



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New Lounge for Airwomen . . .

MARKING yet another step towards more enjoyable leisure hours for the airwomen of RCAF Station Trenton, Air Vice Marshal C. R. Slemon CB, CBE, Air Officer Commanding Training Command, on Saturday, December 20th, cut the ribbon to officially open the spacious building set aside for the exclusive use of the airwomen.

The A/V/M was welcomed to the beautifully appointed lounge by Leading Airwoman J. P. Holland, President of the Airwomen's Canteen and Lounge Committee, and Flying Officer N. M. Ross, the Committee's honorary President.

The building itself is conveniently located, just across the road from the girls' quarters. It is divided into two parts, the Canteen and games room occupying one half, the other half being a lounge and reading room.

The lounge portion of the building demonstrates how one of the older type of buildings can be tastefully redecorated and adapted to produce a lounge of inviting atmosphere and pleasing appearance. Furnished with comfortable leather chesterfields in soft pastel shades and carpeted and draped in colors of harmonious blend the lounge is sure to be a popular place for the many airwomen of this Air Force Station. Lighting is provided solely through the use of table and floor lamps,

these together with floral decorations are placed in such a manner as to give the room a soft homey atmosphere. A radio-phonograph combination together with a generous supply of popular and classical records provides the room with a musical assist bound to take the chill off the long winter nights. For the more active side of life there is the games room with its ping pong table, dart board, and the inevitable juke box. Here the girls can sit down for a coke or try out the latest dance step in preparation for the two guest nights per week. On Friday and Saturday they are permitted to invite

their friends or escorts in for a sociable evening. For the months ahead the airwomen of RCAF Station Trenton will be entertaining in a manner that is as pleasing in its appearance as it is welcoming in its hospitality.

Mechanic: "What's the trouble, lady?"
Mrs. Newdriver: "They say I have a short circuit. Can you lengthen it while I wait, please?"

Alongside a lonesome roadway down south, this sign was nailed to a tree: "Hearken! No Parkin', Larkin', or Sparkin'—and NO Foolin'!"

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CURLING

December 17th saw RCAF Station Winnipeg get away to a flying start in the Curling League. All 24 rinks took to the ice in an elimination draw. This resulted in dividing the league into an "A" & "B" division.

Winners of the draw and composing Division "A" are as follows: McDowell, Common, Gregg, Montgomery, Cameron, Sullivan, Walbauer, Barlowe, Campbell, Grasley, Lovaz and Montgomery.

Losers of the draw and composing Division "B" are: Murphy, Wolfe, Craig, O'Bryne, Nadiger, Abbott, Abercrombie, Dr. Glinz, Donigaur, Hogg, Hans, McNaughton.

After the league was divided, the schedule began in earnest after the Christmas Season on December 31st with the usual sprinkling of upsets and some very interesting games.

Last year's champion team, skippered by Sgt. Common, went down in a very stubborn defeat at the hands of Cpl. Walbauer who took great delight in defeating his very worthy and fat friend. Even with the league almost doubling itself from that of

last year and the competition very much keener, this corner still picks Sgt. Common as the rink to receive the station laurels again this year.

HOCKEY

The station hockey team suffered its first blow of the season. To start with, the Inter-service Hockey League, which has operated efficiently since 1946, decided to fold up. This left the station without a league and "holding the proverbial bag." Of course there were three other teams in the same position. With the Intermediate "A" League in mind and being in Canada's hockey province, the problem seemed to be reduced somewhat. However the City Intermediate Team had its quota and so did all the other leagues so once again we were out in the cold.

There remained only one alternative and that was Exhibition and there it stands.

The Baker Memorial Trophy will be put on the line once again. A sudden death tournament between last year's participants, Army, Navy, RCMP and RCAF will take place.

The winner will walk off with the much talked about trophy. Cpl McCurrie, the coach of the RCAF team, has a stand built in the sport stores. He claims that it is for the trophy. He believes that they will take it from the Navy in March. Please take note RCAF hockey players!

Perhaps next season the Inter-service Hockey League will operate once again and give the many troops in Winnipeg a chance to display their hockey ability.

WILD MAN RETURNS

Who's the stranger, mother dear?
Look, he knows us—ain't he queer?
Hush, my own, don't talk so wild;
He's your father, dearest child.
He's my father? Not at all;
Father died away last fall.
Father didn't die, you dub,
Father joined the curling club.
But they've closed the club, so he
Has no place to go, you see—
No place left for him to roam—
That is why he's coming home.
Kiss him—he won't bite you child;
All them curling guys look wild.

—Watson, Sask., "Witness."



Wing Commander F. Y. Craig, D.F.C., Commanding Officer of RCAF Station Winnipeg since the departure of G/C Randall, witnesses the "signing in" of our new C.O. Group Captain R. B. Ingolls, D.S.O., D.F.C., C.D.



Station Commanders of 14 Training Group hold conference at 14 Training Group headquarters, Winnipeg. Air Commodore Bryans, centre, presided.

Armstrong Siddeley Sapphire Jet Engine Passes British Type Tests

The Armstrong Siddeley Sapphire jet engine has successfully passed the stringent British Type Test at 8,300 lbs. thrust. This is the greatest type tested power ever achieved by any production jet engine.

This Hawker Siddeley Group product has not only retained its position for 20 months as the world's most powerful type tested jet engine but it has now taken a leap forward which takes it 1,800 lbs. more than its nearest rival.

Sapphire production is now underway in both Britain and the United States. In the U.K. the production is being geared up at the Coventry works of Armstrong Siddeley and a special company, Brockwork Engineering, has been formed to produce the world leading jet in Gloucestershire.

In the United States, Curtiss Wright and the Buick Division of General Motors are building the Sapphire and it has been specified for the Glen-Martin-built-Canberra bomber and the Republic F-84F Thunderjet fighter.

Since its existence was first announced in August, 1950, the Sapphire's progress has been remarkable. Even at that time it had already been type tested at 7,200 lbs.

In August last year an experimental Sapphire Meteor climbed from a standing start to 39,370 feet in 3 minutes, 9.5 seconds, establishing four new world records for climbing speed. These records still stand.

In the meantime the U.S. aircraft industry had taken keen note of the Sapphire and in January, 1951, Armstrong Siddeley were able to announce an agreement by which Curtiss Wright bought the Sapphire for the USAF.

Then, in November, came another step forward, when the Gloster GA5 Delta fighter made its first flight—a new type of aircraft, of vast promise, and powered by two Sapphires.

An interesting statistical note on the new power of the Sapphire can be gleaned from the fact that, in theory, counter-balancing weights of nearly 3¾ tons (74 normal sacks of coal) would have to be opposed to movement of the engine merely to hold it stationary.



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(Continued from page 5)
service at the Operational Training Unit at North Bay.

Additional T-33 jet trainers were obtained from the United States, pending delivery of the T-33's being manufactured for the RCAF by Canadair. Beechcraft twin-engine aircraft were purchased in the U.S. for use as trainers at navigation schools and for light communication work. The air force also took over a small number of Bristol Freighters, from the UK, and the first Fairchild Military Packets arrived. These Military Packets, which are to be used by 435 Transport Squadron in Edmonton, are seeing wide use in Korea by US forces, and will replace the

Dakotas previously flown by 435 Squadron. Air and ground crew personnel received familiarization training in the UK towards the end of the year, readying themselves for delivery of the two jet Comets being purchased from De Havilland Aircraft. The RCAF also began taking delivery of Harvard single-engine trainers, made by Canadian Car and Foundry Co. at Fort William, Ont. Air Stations noted Canada's 6th Annual Air Force Day in June. Scores of thousands of visitors flocked to RCAF stations to become better acquainted with their Air Force, and to see exhibits and flying displays.

Personnel Changes

In September the Air Force noted Battle of Britain Sunday, commemorating the defeat of the Luftwaffe by Commonwealth airmen in the skies over Britain. RCAF stations held special church parades and services on the occasion.

Senior personnel changes took place during 1952. Shortly before the year's end it was announced that Air Marshal W. A. Curtis, Chief of the Air Staff, would retire at the end of January, 1953. His place as senior officer of the Air Force is to be taken by Air Vice Marshal Roy Slemon, Air Officer Commanding, Training Command, Trenton, Ont. A/V/M Slemon is being replaced as head of Training Command by Air Commodore J. Gordon Kerr, Air Officer Commanding, Tactical Air Group, Edmonton, Alta. Named to head the RCAF's 12-squadron Air Division on the European Continent was Air Vice Marshal Hugh L. Campbell. His headquarters, temporarily at Paris, will be shifted early in the new year to Metz. Early in 1952 Air Vice Marshal H. B. Godwin took over as Air Officer Commanding the RCAF's Air Materiel Command, with headquarters in Ottawa.

Throughout the year the RCAF continued its close work with the Air Cadet League. Air Cadets attended summer camp at air stations and RCAF transports aided in the annual exchange visits to the UK and the US. This year, for the first time, Canadian air cadets visited continental nations.

Over and Out.....

900 dollars or 36 weary weeks ago a bunch of mundane morons were ushered into the salubrious city of Winnipeg. After an extended course in liquor enlightened Ontario.

Agog with indifference, we alighted feeling rather like a new consignment of animals to the local 399. I'm sure scornful and pitying eyes peered down from every window in block 14 as the "sporgo" arrived.

After the land high Pooh-Bah COC and his minors had administered the usual assurances which tended to make us even more apprehensive we adjourned to one luxurious Mess Halls for refreshment.

Once more back in the comparative safety of the barracks, we entered into a ventable tower of Babel. Organized chaos on all sides—Here's a pit, Jack. "All the English together in this room, and sundry French admonitions, which we later learned to recognize, plus that courteous old English expression which translated means 'Please go away!'"

Expressions at this stage were unanimous—nobody thought much about anybody and didn't want to either.

Of the course itself—Well just meet them and see! For instance there was our ghost Brown who

didn't spell his name like that at all! Despite this, the ghost was a pretty sordid fellow, who became the character to have 100% trip. Our Lascashire lad was "Dai Jones"—alias "Honk Bog" who besides getting over 75% in compasses managed to live peaceably with the "Tykes". Jeff Marshall and Gordon Ellis, the latter our "armchair navigator" complete with pipe. Shades of red and white roses!

"Boy'n" Rowell, besides being Wing Adj. enthralled us at bedtime with stories about Lady Godiva and himself at Coventry in the good old days. While "Sam" Southey, enjoying the Dubious advantage of being born in (Pakistan) now hails from Worcester. We're long threatened to dust him as a brush but he has promised at least to comb his hair on the Great Day talking of strangers now brings the spotlight to John "half pint" Sill born in Canada, but now risen to better things in the RAF.

And of course, I must not omit our fish friend "Paddy" Orr, who aided and abetted by myself, treched south "Across the Wide Missouri" one night on the "Lost Horizon — Least Popular." Our thanks course 29. My only contribution to the course a set of whiskers which are now alas, no more. Now if you'll permit the sen-

timementality, I'd like a few strains of "The Wedding March" Please. Our two candidates for the Matrimonial Handicap were Peter Thorpe with Frances of the Hampshire stable England and Gordon Mitchell a local bred entry from B.C. with a running on a home track, "Mitch" won Lorraine as a Jockey by several lengths. Peter hasn't reached the post yet, but he'll be dragged there in the soon future.

The other three "Home brews" who alternately graced and disgraced our course, were Don Johnson, Frank Player, and J. Houde. Don lives on his little farm about eighteen miles from nowhere, and even farther away from the Bach o' Beyond and Frank who acted as godfather to our course was born and bred in Vancouver, or was it Victoria. Anyway it's in B.C. Houde—no relation to the famous Mayor is one of those easterners—just mad keen "He's really the missing link too, between us and our French Cousins.

Petre Lucaire is the gran'papa of the continentals and gained undying fame by coining the course motto—but none of that later "mile" Barbe is the impertentable French officer who doesn't turn a hair even when his marks drop as low as 85% oh! the sorry froid of those calm impersonal Frenchmen. Claud Pollard, and Henri Dufetre were self-appointed tutors of their language—a service sought after by those who wish to capture "les girls" en Angleterre. This for some unknown reason reminds me of Andre Gastaldi, who became the first man to get a ground speed of over 400 knots out of a Beechcraft on a tactical exercise. Strange fact that I was also 2nd nav on this trip.

Even in pre-skating days, 30B had its casualties under unknown circumstances. Jules Chauvin was in Deer Lodge with a broken arm. However Jules' activity with the gentler sex was not unduly entailed! "Pat Boivin is the last one of our three flying asilors. He's rarely seen outside his bed, and when final marks were awarded it was found that he had more pit hours logged even than

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 FRONT: D. A. Stewart, M. G. D. Viseur, M. F. Vergeade, E. W. Weddell, F/O G. R. Hans, J. D. Laws, R. M. Prigent, J. M. R. Derieuw, A. M. Henderson.

THE LINE-UP OF 30A . . .

Belcour: "Le petit francais." A quiet little Frenchman from Nancy who plays a good game of football on the wing. Evening migrant to the Belgian Club.

Blakeley: A long streak of Yorkshireman. Has a habit of forming on the author while "navigating." Summer migrant to Vancouver Island. Favourite opening gambit "Now Linda."

Blouet: "Celestin de Penestin." A Breton. Tall, dark and blue-chinned. Only drunk on Bastille Day, when he insists on telling everyone about his "petit soeur."

Cucheran: A colonial from Alberta, who is the power behind the sports scene. Short, tubby, always good for a laugh and a loan.

Derieuw: 50% of Belgian representation. Serious type with sudden bursts of humour. Came to Winnipeg via U.S.A.

Edwards: "Smilin'" Jack the Cockney. Favourite habit—beating everyone else at bridge, Monopoly, or what have you. Small, fair, and argumentative.

Gassman: Wizard with hands on horse key and feet on football field. Possessed of a dry sense of humour no doubt developed when he helped Paddy navigate.

Graham: Paddy, the wild Irishman. Short, fair, wild eye and wilder accent. A dark horse, little information is available about his goings on, since he conducts them off the station.

Guerin: A quiet type, tall, fair, broad-shouldered, swims like a seal. Another dark horse. What does he do with himself?

Henderson: A Scot, doesn't care who knows it. Accused by many of theft of the Stone of Scone. Hopes to be home in time for the spring haggis-shootin'.

Kennedy: Comes from Guelph and wishes he was back. Possesses a moustache, visible on close inspection, which was achieved only by eight months of concentrated effort.

Laws: A Geordie. Has the appearance of a benevolent walrus, especially when surfacing in the pool. Favourite habit drinking. Favourite expression "Let's have a drink."

Miller: Scotman with English accent. Comes "fra Glesco." Favourite habit—Argyle socks. One of the few uninjured skaters on the course.

Monteith: Another Scot, weighs about 360, mostly distributed around the middle. Favourite habit—carrying flags. Doughty defender of the much-slandered honour of Old Scotia.

Outhwaite: Yorkshireman who has been to Banff, and lets everyone know it! Hot on the basketball court. Ambition to be a cowboy in Alberta. Has the legs for it, anyway!

Prigent: The other Breton, also tall and dark. Had misfortune to be authors' flying partner, but has recovered. Favourite expression "Zee Canadian girls, zey do not like ze French kiss!"

Sims: Ponderous, portly and squadron Cadet Commander. Looks like a displaced London bobby. Nickname, "Moustache," alas, applies no longer, said object disappearing one dark night. Sabotage?

Taylor: "Don Juan." Carries all before him, except his brief case. Favourite opening gambit, "Sorry I'm late sir, but—"

Viseur: "Le Doue!" The other half of the Belgian fraternity. Claims to have received a tie from the Queen of Belgium for Christmas. Also came via U.S.A. and vows that Belgium is 49th State.

Warren: Always up to something or other—usually a woman, a refugee from the Navy, keeps a caseful of mad socks in his bed-space and has a singular lack of visitors. Favourite habit—logging pit time.

Weddell: "Ball of Fire." Appearance generally through an enstanoous cloud of pipe smoke. A refugee from Claresholm. Had the good sense to pick a Scots girl friend.

Sterne: Length of red cedar from Vancouver Island. Is possessed of an infallible method of getting fish from rivers. Favourite habit—not answering letter from St. Paul.

Stewart: 30A's permanent ambassador to the Aragon. Another refugee this time from Course 22. Short, fair, and black-bagged blue eyes. Favourite expression "gottaget a haircut."

Vergeade: "L'horribel Auvergnat," Washed into our midst from 28 course. He proceeded to educate us with one of the finest collections of English (?) phrases yet discovered. Latest expression "Dinna fash yersel."

F/O Hans: "Pop" the gentleman whose hair has turned grey from the machinations of his course during the last 36 weeks. Favourite habit eating garlic sausage. Ambition to have another course, probably on the theory that lightning never strikes the same place twice.

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NEWS IN

PICTURES



W/C W. L. Gillespie throws the first rock to open the 1952-53 RCAF Curling Season at Deer Lodge Curling Club.



WO. Lisoweski and LAC. Wilson sweep one into the house.



Skip K. W. Gregg takes aim to win an end.

The worried look of Skips H. McDowell and L. G. Common tells us it's a close game.

N. Shewchuk, McKay, G. Walbauer, G. Douse and H. Graham watch one draw into the house.



M. Common chalks up the tying rock at the 4th end.



Grand Sale...

Course 30B have to offer, amongst other things, the following bargains—

1. 22 each of white hat bands and lanyards.
2. 2 gross of blank charge cards Jan.-Jun. inclusive.
3. 2 Beechcraft (in pieces).
4. 3 complete volumes of "Nineteen easy ways to get marks back from B & A."
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13. 5 automatically checked compasses.

Ed's note: Since going to press, we have been advised that B & A have purchased Lot 10 and will use same when marking future logs. An official announcement from B & A stated "B & A fully intend to keep abreast of the times."

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What the French Think of it All

NAVIGATION, they say, is an art. Take the topic of D.R.—the first thing for the young untried navigator to think about is "Am I able to be an artist? A good artist—enough to be anxious?"

Printed boldly on star charts, which hang on every wall, is the slogan "MAN IS NOT LOST" — a statement sufficient I am sure, to set the mind at rest.

So we started the navigation course. For the first three weeks language difficulty and homesickness were our paramount problems. Away from home and mother, we turned constantly to our one good friend; the small pocket calendar to count the days—the days gone—the days remaining, one enemy; the computer—perhaps you know this small strange thing, with mysterious English symbols printed upon it? But man is not lost—remember that! Even with a sextant whose bubble doesn't want to appear; or those strange instruments, the drift recorder and the radio compass! But by good luck there is **one** instrument, reliable under all weather conditions, provided you give it coffee and sandwiches periodically — the Pilot! How does this excellent instrument work? It's pretty easy so I'll explain. You just concentrate on getting all your requirements, while he

concentrates on getting you there and back—simple isn't it?

Mid term leave! Everybody is proud to understand English better and starts chattering with English fellows—but not Oxford English for sure, but it does not matter, for the English chaps learn French too and speak it well, especially after a few beers.

Five, six, seven months. It is very easy to navigate. The computer is an enemy no longer and the sextant doesn't refuse to show its bubble or find the sun for you. The pilot too improves with time. He now shares the quick energy rations with us and we have a real breakfast hidden in our bags.

We're nearing the end. Edmonton and back, last trip before graduation.

Now finished, we have learned a lot of things—Remember friends the beginning and your first D.R. promise "Man is NEVER LOST."

Let us say now to everybody who helped us through this Course "Thank you and we'd like to see you later in Paris!"

Sub-Lieutenant Barbe
Course 30B.

ODE TO AN ADJ

*In 2 ANS there's a little man,
Who questionably likes his work.
He frets, he fumes, and pulls his hair,
But duties he'll never shirk.*

*The problems he has are many,
His pleasures are very few;
From big to little he serves them all,
Priority to all the crew.*

*From 8 to 5 it's a constant rush,
With mail passing in and out,
Requests are answered, yes, even demands,
So what's all the fuss about.*

*With the roster for OO and SDO
Complaints and wails appear,
"It's enough" they state decidedly
"To be listed once in a year."*

The windows are dirty, walls to be cleaned

*A sextant is lost, some clothing is gone
States for parades, clearing of trunks,
Are parts of the job to be done.*

*Now I ask you all quite frankly
Regarding the things you say,
Is there still a man on the station,
Who would like to be adj for a day???*

By A. W. S. adj's secretary.

GRADUATING CLASS 30WB



TOP ROW: A/P/O J. B. Rowell, F/C G. C. Mitchell, A/P/O G. Marshall, A/P/O J. M. R. Orr, A/P/O R. M. Southey, F/C Y. Houde, A/P/O J. A. Gill, A/P/O P. N. Thorpe.
CENTRE: Sgt. J. V. Chauvin, Sgt. J. M. Erpicum, A/P/O J. Martin, S/Lt. E. Barbe, Sgt. A. J. Gastaldi, A/P/O R. M. Brennan, F/C H. Dufetre, Sgt. P. Lucette.
FRONT: A/P/O D. Jones, F/C D. A. Johnston, F/C C. Polard, F/O A. E. Rowe, F/C F. A. Boivin, F/C F. Player A/P/O G. Ellis.

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(Continued from page 7)

dead men into the bowels of silvered garbage disposal units.

Custodians of the government wealth and disciples of the regime have a System, a System to be envied by the travellers to Monte Carlo and to Reno. The System is like unto a carefully tendered plant and grievous are the hours and loud the lamentations of the scribes when the System is beaten and heavy Air Force boots tread rough-shod over the delicate growth disrupting the well-planned hours of pay and enquiry. Higher still grow the mounds of paper excusing recalcitrants and explanations and memoranda overflow the wire baskets as the days

and the clerks burn up in cigarette smoke and noise. Allergies to offenders of the System abound and the watch-dogs of the section wage a weary and constant war on the pests with inventory losses, neglected E26's, late discounts, NSF cheques, the bug-bear of observations and corrupt travelling claims. Devious are the crooked paths of dishonesty to be followed via the lowly travel claim and murky the wily minds which would betray a benign government for a paltry sou. Sharp is the pen and sharper the wit of the keeper of this special trust as the claims ricochet for payment action or back to the originator for amendment. The monotonous music of the litany "No Taxis Allowed" reverberates upon the ears of the multitude.

When all war and rumors of war are over, when defence construction is no more, when all AC's become Wing Commanders and all Corporals have indefinite leave with pay the horrible Siamese twins of Accounts and Finance will have guided the erring foot-steps of all airmen into the arms of a larger destiny. The twins have a peculiar duty, a full and compassionate sympathy for all airmen and the face of this special branch shines daily anew with the glory of purpose, of truth and exactness as order grows from chaos. The burning, undying flame of energy from the Accounts and Finance twins is a living monument to Omnipotence.

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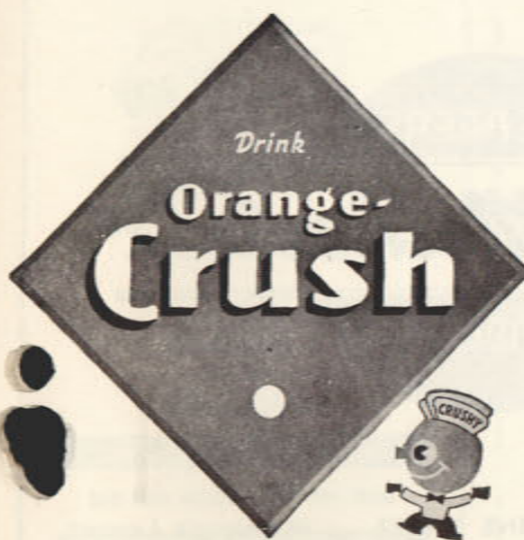
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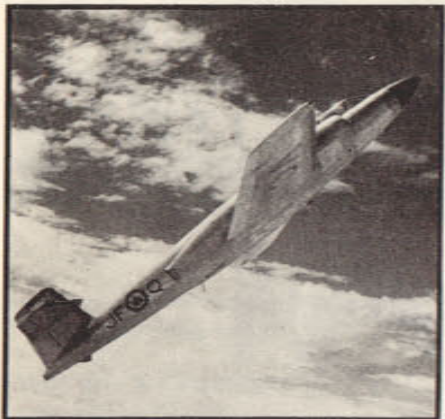
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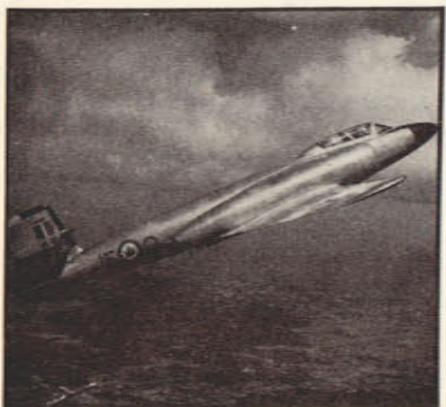


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CANADA'S CANUCK PACES PAST

Latest addition to the R.C.A.F. stables, the Avro Canada's CF100 "Canuck" shows its sleek lines during a test flight at Malton. Photos at left were taken by Avro Test Pilot Michael Cooper—skipper who was flying in the back seat of a forming Canuck. Subject aircraft was piloted by Avro Test Pilot Jan Zurakowski, he of the famed acrobatic the "Zurabatic Loop." Photo opposite page was taken by an unidentified R.C.A.F. photographer.



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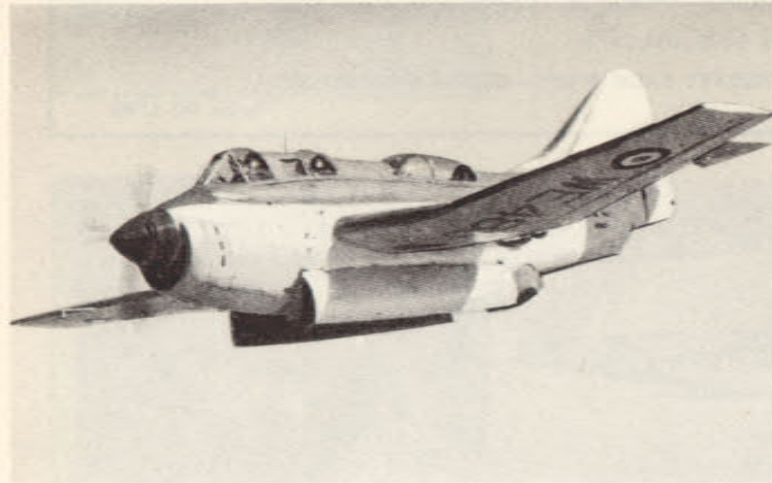
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BOMBER COMMAND

(The following poem was written by Sgt. G. Eason of the Royal South African Army while he was a prisoner of war in Stalag IV B. It has been submitted to VOXAIR by LAC L. Northcliffe, who was in the same prison camp as Sgt. Eason during the war.)

Then outward bound they set, those vikings of a new born age,
To write fresh deeds of valour, with crystal pen on victory's debtless page.
In silver galleons they set out, strange ships and wondrous men were these,
Who plumbed the unknown starlit depths of God's celestial seas.
True sons, whose ancestors in bygone days, vanquished the Spaniard and his
seaborne might,
Young England's skyborne fleet set sail, Armada of the night.
The twinkling stars in wonder watch us through cloud and cloudlit haze,
Each silver ship sails gracefully by, past phantom capes and star-filled bays.
The captain and the crew of each instilled with but one single thought
Their England dear shall feel no chains, which alien hands have wrought.
Tho well knowing as their gallant ships the tempest fury braves,
The harbour that perchance they'll find lies beyond the open grave.
The navy of the sky sails on, their decks awash with cloud
Swift galleons of celestial seas, of whom we're justly proud.
Stern guardians of our Empire's heart, patrolling high above,
Determined that no harm shall fall those whom they dearly love.
How dearly do they sail those ships out o'er the azure blue,
Well knowing that where many sailed those who return are few.
We need no day, we earthbound folk, no hour set aside
In which to turn our thoughts on those of them who died.
No cenotaph need we erect to assist us to recall
How many of those silver ships? With gallant crews did fall.
Their memories shall be evergreen, born on the evening breeze
Which murmurs softly o'er the world—
Strange ships and wondrous men are these.

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THE WAY CANADA SEES IT—

Our first impulse upon meeting our English "cousins" was to gape open mouthed at the large bushy "cookie-dusters" most of them sported, and upon gaining our composure, to sarcastically enquire, "Here are the handlebars now where is the rest of the bike?"

After nine months together we've passed many hours arguing the relative merits of soccer and football, cricket and baseball, high tea and supper (the difference between these last two has not yet been satisfactorily established). Many an out-numbered Canadian barrack room lawyer has haranged loud and long in defence of himself and his fellow "colonials." From our French friends we have learned that French wine definitely does not mix well with our own Western beer . . . this result is announced after nine months of assiduous experimentation with these two ingredients, an experiment conducted by all nationalities, I might add. Several intrepid pioneers have ventured even further than the call of duty in this important research.

Our Course Director was heard to mutter the accusation that one of our foremost workers in this particular field had logged more hours in the men's powder-room at Rae and Jessup than the rest of the class had in the Expeditor.

English, French or Canadian, this nine months association has given birth to a different outlook by one and all, a gathering of ideas and a sharing of ideals.

Yes here at No. 2 ANS Winnipeg we all feel that NATO is paying off!

Flight Cadet Player
Course 30B

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Over and Out

(Continued from page 13)

"Dai!" And now "Toto" Erpicum—our sole Belgian. However Toto is undismayed by his uniqueness and has added to his reputation by using the **same** good assumed position line for fixing during the whole trip! This of course meant he was always on track.

For the benefit of those still with us, this here bit is underneath the conclusion, Latin title too I'm told that all good articles have one, so I suppose I'd better conform until my literary genius is more widely recognized. "Arve Atque Dale"

In a very short while we will vacate tis camp and, taking with us a limited known ledge of navigation and a wealth of wxperience, return

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Over and Out

(Continued from page 26)

to England. (Theis statement is very profound and should be read again carefully—it's the introduction to the conclusion). As one always remembers the brighter moments in this redime the navigation can be discounted. Down to the experience most of the aliens will think of Canada as a soore Sorry! groceteria of Tomato Juice, T-bone steaks, French fries, Ham and Eggs, and last and least (if possibel not at all) Sour Crout and Weiners.

There are memories too, of excellently organized entertainment, Memories of parties, formal and ultra informal, memories of dancing — at that is the term given to the ballroom art as practised on this continent. Those sultry, slinky movements performed on a polished floor—sometimes in rythm with the subtle tones

of Westernised music. On these happy occasions one could be seen delicately treading a measure with some coy maiden of indubitable Russian ancestry, judging by her aptness at saying no! on the previous three occassions one had asked her to dance.

Now the majority of us are thinking of our home countries; Piccadilly and Pigalle, tripe, onions, escargos—and I'm also thinking of the fact that the rest of the chaps must be about three beers up on me by now so I'd better hurry tis conclusion along a little.

We've had a very hapy time here, Winnipeg despite all our grouses, and to you, and your citizens, we say very sincerely, "Thank Youfolks It's been a pleasu e to know you."

And so inspired by our honoured motto "Let's Go Eat."

WHAT'S MY NAME?

"I am more deadly than bullets, and I have wrecked more homes than the mightiest of siege guns.

"I steal billions of dollars each year.

"I spare no one, and I find my victims among the rich and poor alike, the young and old, the strong and weak. Widows and orphans know me.

"I loom up to proportions that cast my shadow over every field of labour, from the turning of the grindstone to the moving of every railroad train.

"I lurk in unseen places, and do most of my work silently. You are warned against me, but you heed not.

"I destroy, crush, or maim. I give nothing, but take all."

"I am your worst enemy.

"I am CARELESSNESS."—"The Labour Leader."

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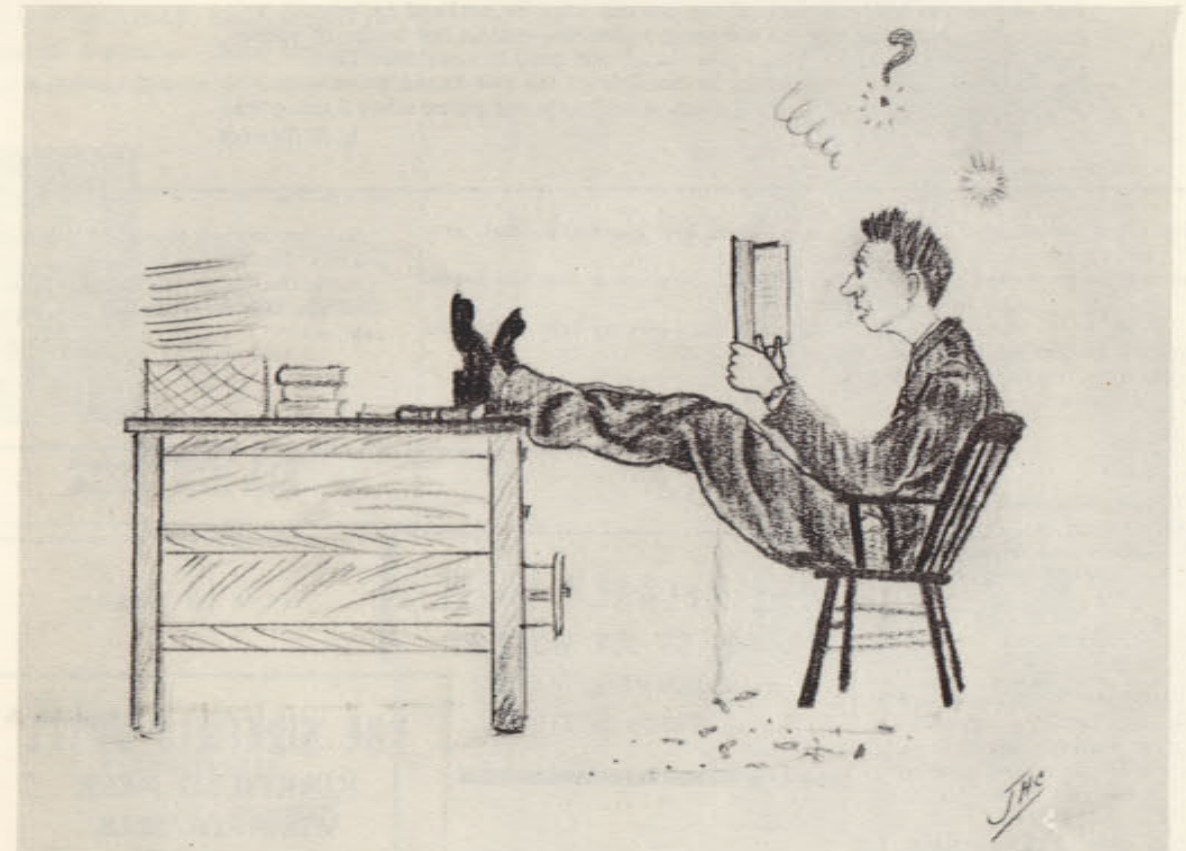
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TO MY SUCCESSOR

Here is a toast that I want to drink to a fellow I'll never know—
To the fellow who's going to take my place when it's time for me to go.
I've wondered what kind of a chap he'll be and I've wished I could take his hand,
Just to whisper, "I wish you well, old man," in a way that he'd understand.
I'd like to give him the cheering word that I've longed at times to hear;
I'd like to give him the warm handclasp when never a friend seems near.
I've learned my knowledge by sheer hard work, and I wish I could pass it on
To the fellow who'll come to take my place some day when I am gone.

Will he see all the sad mistakes I've made and note all the battles lost?
Will he ever guess of the tears they caused or the heartaches which they cost?
Will he gaze through the failures and fruitless toil to the underlying plan,
And catch a glimpse of the real intent and the heart of the vanquished man?
I dare to hope he may pause some day as he toils as I have wrought,
And gain some strength for his weary task from the battles which I have fought.
But I've only the task itself to leave with the cares for him to face,
And never a cheering word may speak to the fellow who'll take my place.

Then here's to your health, old chap; I drink as a bridegroom to his bride;
I leave an unfinished task for you, but God knows how I tried.
I've dreamed my dreams, as all men do, but never a one came true,
And my prayer today is that all the dreams may be realized by you.
And we'll meet some day in the great unknown—out in the realm of space;
You'll know my clasp as I take your hand and gaze in your tired face.
Then all failures will be success in the light of the new-found dawn—
So I'm drinking your health, old chap, who'll take my place when I am gone.

L. E. THAYER

Teacher: "Give me a sentence with the word 'intense'."

Willie: "When people go to camp they sleep intense."

In the old days when a girl wanted a fur coat she went out in the woods and killed a fox. Now she just shoots a little bull.

The little girl was telling her teacher about her baby teeth coming out. One tooth was loose and she already had lost three.

"Pretty soon I'll be running on the rims," she said.

One hot and dusty day a motorist was driving through the country, when he noticed his oil gauge suddenly swing down to zero. He stopped and discovered that he had an oil leak. It was easy to fix, but he had no oil.

He went to a nearby farmhouse and spoke with a kindly old lady who informed him that she was sorry, but she had no telephone.

"Well, do you have any oil on hand?" he asked.

She shook her head.

"Any kind of oil—even castor oil, maybe?"

"No," she said, "I haven't any castor oil—" and suddenly she beamed at him, "but I could fix you up with a dose of salts."

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ARLENE DAHL. Photo courtesy Metro-Goldwyn-Mayer.

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