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



STORY ON PAGE 2



FEBRUARY 6, 1953

Price 10 cents



ACTIVITIES OF THE ROYAL CANADIAN AIR FORCE IN WINNIPEG



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Editorial

MANY STATEMENTS have been made in newspapers and over the radio, decrying the callousness of the modern age. The old community spirit is gone, so the story goes, building bees and other indications of the old neighbourly spirit are completely lacking in today's generation. Superficially that may seem to be true, but if one searches below the surface there are many indications of the error of these remarks. In particular we have the unselfish neighbourly act of personnel living right here in our own married quarters at Station Winnipeg. When friends and neighbours combine to meet the adversity of their fellowman then we are assured that the milk of human kindness has not soured but is as sweet and clear as it ever was.

Elsewhere in this issue we have a concrete example of how one family has helped another.

It has been said that you never get something for nothing. All things being equal one might suppose that the converse must then be true, you cannot give without getting something in return; whether it be material gain or spiritual benefit. Certainly the gratification that comes from helping others is often ample reward for any inconvenience occasioned by the raising of a helping hand.

Picked up a trade magazine the other day and happened across a message that is good for everyone from the top brass down to the rawest recruit—here it is:

"Do unto others as you would have them do unto you." It has been more than 2,000 years since the Golden Rule was handed down to mankind.

A lot has happened on this old earth in the interim. Empires have risen and fallen, but the Golden

Rule still stands. Nothing can take its place, no matter how modern our homes, our factories will get, there is really no substitute for good old-fashioned courtesy. People will always look for it, because kindness is something that comes from the heart, something that can't be duplicated in plastic, nylon or stainless steel.

The Golden Rule — nobody has ever been able to improve on it and nobody ever will.

COVER STORY

Fore and Aft

Photographs of the RCAF's all weather jet fighter, the CF-100 Canuck, taken by our Photo Editor LAC Ken Gregg, adorn our front and back covers.

These impressive pictures show geometric patterns of nose and tail of this enormous fighter.

Curves and circles outline the symmetrical beauty of this jet propelled wonder of the Canadian aircraft industry, while angular lines of the emperage illustrate, in an impressionistic manner, how designers' dreams and technicians' toil can result in a thing of beauty.



City Air Cadets Win Award

A/C J. T. Bryans presents the Guthrie Shield to WO "Pete" Prescott of the 176th Squadron. The 176th is the first Winnipeg Air Cadet Squadron to win the shield which is presented to the most efficient squadron in Canada.

ROOM 103 DIARY - A COURSE DIRECTORS LAMENT

(with help from the 'super tramp')

Each morning in the G.I.S.,
Course 31 I found,
I looked inside and saw a score
Of pale and weary men that frowned;
Each man sat huddled in a heap,
And started work whilst fast asleep.

Monday: Assemble M.I.R.0800 hrs. (this practice dispenses with periods 1 and 2). The course, having obtained exemption from sports and parades for the next week, amble to G.I.S. to await arrival of Course Director. Spend rest of the day with Des Heyward discussing ways and means of fooling the Customs and Excise—this is a favourite topic with Des as his financial future depends on it!

Current film at Station Cinema: "Zip goes a million."

Tuesday: Flight Planning—carry out research into best sleeping positions in Beechcraft—we will shortly patent a parachute harness to be worn with a sleeping bag. Ray Taylor anticipates a good trip; he now claims to have quickened his "DR hand halter 'eadings'" to 12 minutes.

Current film: "Brief Encounter."

Wednesday: Quote pilots report on Pete 'Chef' Whale: "Overheard nav. say, 'Let's put some astro lines through that pinpoint.'" John Rickett has the distinction of being the only course member to reach Saskatoon successfully—too bad we were going to Edmonton.

Current film: "One of our aircraft is missing."

Thursday: Met John Inch at the bar drowning his sorrow in rye; we still think he is going the wrong way to achieve his ambition of becoming a pilot!

Current film: "Reluctant Hero."

Friday: Indignant at being awakened during a lecture, John D'Arcy departs to point out to the Course Director that we are getting behind in our admin periods.

Current film: "No room at the Adm-inn."

Saturday: Otherwise known as 'Bay Day' when all A.P.O.'s replenish stocks of ready cash. Full marks to the young lady in the accounts section there who asked Harry Peace, "Excuse me, but do you put your moustache in curlers?"

N.B. The Editor refuses to print note regarding the weekend activities of Ken Wright.

Current film: Streetcar named desire."

Sunday: "Nocte Volamus" — which translated means — "We fly by Night." Course brickbat to the man who always fixes this for Sunday.

Current film: "Lost Weekend."

"Good people keep their holy day, They rest from labour on a Sunday;

But we keep holy every day
And rest from Monday until
Monday."

W. H. Davies.

Famous last words by Course Members

- (I) I'm going round on astro tonight.
- (II) This astro compass can't be right.
- (III) Which one of these is the moon?
- (VI) Look down there—a polar bear!
- (V) Let's use that pinpoint the pilot gave us.


Course Favourites

- Rising time Never.
- Expression "It's god-damned cold, let's hit the pit."
- Rendezvous The bar.
- Film actress Marilyn Monroe.
- Film actor Marilyn—so what!
- Film Anything with Marilyn.
- Pinpoint Where the mountains of Monroe sweep down to the sea.
- Sport Lion shooting.

We hope that the diary and odd comments have given you some insight into our course activities and would like, before we end, to thank our Course Director—F/O Patrick—for bearing with our 'dozy shower' for the past nine months. We do feel, however, that the time has come to point out to him that 'gryo' is spelt GYRO no matter how close to the blackboard one stands, or how early in the morning.



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RAPID RETURN



No Sweat

Four USAF airmen attempt to look pleasant at eight below zero during their extended stop-over at RCAF Station Winnipeg. Cold as it was, they admitted that their stay was "No sweat."

From left to right they are: Captain F. B. Seaman of Park Hills, Kentucky; Skipper, Technical Sergeant M. Miller, of Boyertown, Pennsylvania; T/Sgt. J. M. Ross of St. Albans, West Virginia, and Captain E. S. Hoffman of Buffalo, New York. On route to Yellowknife they returned to Winnipeg when their Dakota Aircraft lost an engine shortly after take-off.

RCAF Station Winnipeg paid a fast encore as host to a group of four USAF airmen on Tuesday, January 13th, when the Americans' Dakota aircraft lost an engine shortly after take-off.

Arriving in Winnipeg the previous Sunday evening, while on their way to Yellowknife, they remained here until Tuesday morning because of weather. "We got away O.K. Tuesday morning," recounted Captain Hoffman, co-pilot of the aircraft, "and levelled off at height. We trundled along for a time when the old gooney-birds port ticker began to stagger. Our oil pressure climbed and the lil' ol' cylinder temp. began to give us the nod, so the skipper did a quick reversal and just about then the port wind mill ground to a halt. So we decided to stay the night."

The aircraft had left Wright Patterson Air Force Base at Dayton, Ohio, early Sunday on a supply run to an Air Development Center Research Base at Yellowknife. The Research base is working on project

SOIAS, "Sliding on Ice and Snow," doing research into the effectiveness of various types of skis on different kinds of snow.

Skipper of the plane, Captain F. B. Seaman, said that he felt there was little chance of his going through life tagged as "Single Engine Seaman" as this was only his second engine failure in over twenty-five hundred hours of flying. Queried regarding his previous engine failure, Captain Seaman recalled the occasion—"During a day raid over the continent some years ago," he said in his best mint julep drawl, "due to the unfriendly attention of the natives, my B17 had to carry us home on three fans." He admitted, however, that the native Winnipegonians were much easier to get along with. "The co-operation of all of the boys down on the flight line has been excellent and very much appreciated. You know," he added with a smile, "we're not too well acquainted with below zero temperatures like you-all seem to have plenty of around here."

Crewmen on the aircraft, Technical Sergeants Merlin Miller of Boyertown, Pennsylvania, and James Ross of St. Albans, West Virginia, also admitted to an aversion to cold weather. "Damp or dry, eight below is plenty cold enough for me," stated T/Sgt Miller hugging himself against the twenty mile an hour breeze howling around the corner of the hangar.

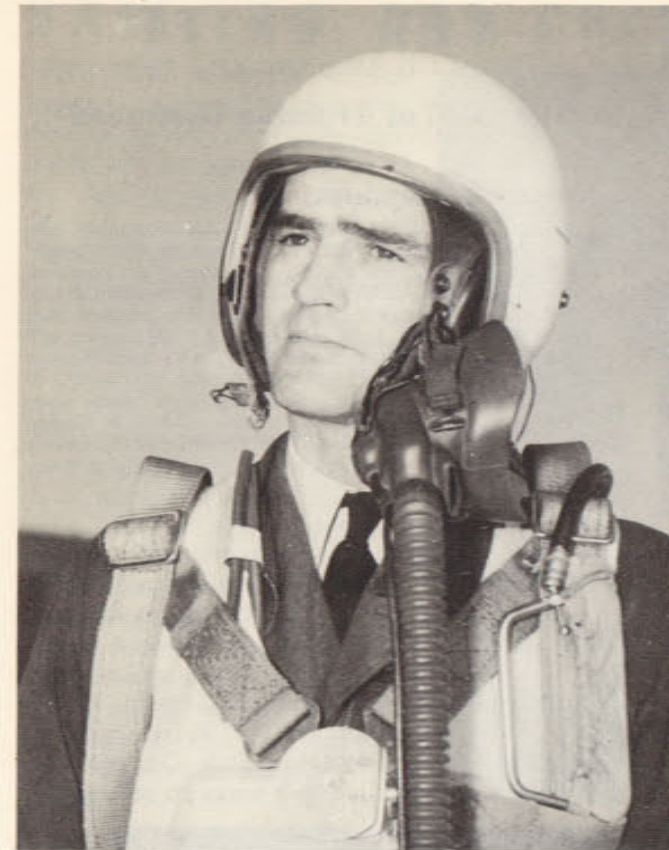
All four men are stationed with the Directorate of Flight and All-Weather Testing in the Wright Air Development Center, Wright Patterson Air Force Base, Dayton, Ohio.

Tops in Entertainment in Winnipeg

Metropolitan Theatre



"A FAMOUS PLAYERS THEATRE"



Award Sets Precedent

For the first time in the peacetime history of the service, an RCAF pilot has been awarded the Distinguished Flying Cross. Flight Lieutenant Ernest Glover received the precedent setting award for Korean combat flights.

The 30 year old pilot from Leaside, Ontario, a Toronto suburb, destroyed three Communist jets and damaged two others while flying fifty missions with the United States Air Force in Korea.

The way he told it at a press conference, it sounded no more danger-

ous than driving an automobile in downtown Winnipeg (and who says that isn't dangerous?) The citation which accompanied his award, told a different story:

"Flight Lieutenant Glover, while attached to the United States Air Force Fourth Fighter interceptor wing in the Korean theatre, displayed the most commendable aggressive spirit coupled with excellent fighting ability.

"Because of his above average qualities as a combat pilot, he was rapidly promoted to flight leader and



De-Icer

Sharing sanctuary at Winnipeg with the USAF Dakota, Lancaster KB974 gets a reversal of the deep-freeze treatment as Corporal R. W. "Bob" Major, flight engineer on the aircraft, clears ice from the propeller hub. The Lancaster, based at RCAF Station Sea Island, was on a navigation training flight to Rockcliffe. Aircraft and crew are attached to Number 123, Rescue and Communications Flight at Sea Island.

whilst so employed, completed his duties with distinction, valour and merit.

"During his tour of duty he destroyed three MIG 15 aircraft and seriously damaged two others. This excellent record not only brings credit to Flt. Lt. Glover but has greatly enhanced the reputation of the Royal Canadian Air Force in this theatre."

Since his return from Korea in October, 1952 F/L Glover has been attached to 422 Squadron at RCAF Station Uplands, as a Flight Commander.

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Participants in a brief but colorful ceremony held at Trenton, Ontario, 250 Officers, Airmen, and Airwomen of Training Command Headquarters, led by Air Commodore W. W. Brown CD, bade an official farewell and Godspeed to their departing Chief, Air Vice Marshall C. R. Slemon CB CBE CD, of Winnipeg.

The occasion marked the handing over of the RCAF's Training Command to Air Vice Marshall John Gordon Kerr, CBE AFC CD, of Arnprior, who will now direct the operation of the RCAF's Training Command which extends from Prince Edward Island in the Maritimes to Alta., in the west.

High light of the ceremony was the presentation to A/V/M Slemon of a beautifully embossed leather album containing photos, depicting the many official and social events in which he had participated during his years of office as the head of Training Command. Among these pictures, are prints showing the historic visit of Her Royal Highness Queen Elizabeth, in 1950, the presentation of the Memorial Gates to the

NEW CHIEF

A/V/M J. G. KERR, CBE, A.F.C. CD(L)

New AOC of Training Command

Guests of Honour

RCAF STATION TRENTON.—Air Vice Marshall John Gordon Kerr, CBE AFC CD (L) of Arnprior, Ont., newly appointed Chief of the RCAF's busy Training Command, listens intently as Air Vice Marshall C. R. Slemon CB CBE CD (R) of Winnipeg, Man., reads out a few pointers from his little black book. Later this month A/V/M Slemon will become Chief of the Air Staff, RCAF, with headquarters at Ottawa.

Both Senior officers together with their staffs were guests at a dinner tendered in honour of A/V/M Slemon by the Trenton Town Council, the Chamber of Commerce and the combined Service Clubs of the Air Force town.

(National Defence Photo)

RCAF by the governments of Great Britain, Australia and New Zealand, and the first North Atlantic Treaty Organization graduation at RCAF Station Centralia.

In his remarks to the parade, the A/V/M referred briefly to the growing activity in the RCAF, particularly in Training Command, and noted

that the tense international situation had triggered that expansion. He also mentioned that during the past year his duties had made it necessary to travel far from his Command and gave particular credit to Air Commodore W. W. Brown, who together with his Staff Officers had carried out their tasks so effectively.



Air Commodore W. W. Brown CD, Chief Staff Officer, RCAF Training Command (L) presents Air Vice Marshall C. R. Slemon CB CBE CD, with a beautifully embossed album containing photos highlighting four years of official and social activities within Training Command.

(National Defence Photo)



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HAIL, TO THE CHIEF

WITH THE departure of Air Marshal Curtis to the comparative seclusion of private life, the RCAF has said au revoir to the last of its top ranking officers who served in both World Wars.

Air Marshal Curtis, now 59, has had a long and distinguished military career and his term of office as Chief of the Air Staff has been noteworthy for the able way in which he has guided the planning, growth, and development of the RCAF during the turbulent postwar period.

His career as a military man has been unusual in that he has served in all three services. As a civilian between World Wars I and II he was a successful businessman, heading his own insurance company in Toronto.

A/M Curtis, born at Havelock, Ontario, on August 21, 1893, was educated in Toronto and left school in 1915 to join the 34th Infantry Battalion. He won his commission with the 21st Regiment and later learned to fly at his own expense at the Curtiss Flying School at Long Branch, near Toronto. In 1916 he transferred to the Royal Naval Air Service and



A/M Curtis

served overseas as a fighter pilot, being invalided home in 1918 after a distinguished operational career.

Following the end of World War I he served in the reserve, first as an officer of the embryo Canadian Air Force and then for eight years as an officer of the Toronto Scottish Regi-

ment. His interest in flying continued, and he was one of the founders of the Toronto Flying Club. He assisted in the organization of 110 Auxiliary Squadron, Toronto becoming its commanding officer in 1935. In 1938 he was promoted to wing commander in charge of squadrons at Toronto, Hamilton, and London. He left his civilian occupation as president of the W.A. Curtis Insurance Company when he was called up for regular duty on September 1, 1939. During World War II he served in a variety of administrative capacities in training and headquarters work. He went overseas in November, 1941, as Deputy Commander in Chief of the RCAF Overseas, and did not return to Canada until January, 1944, when he was posted to

Ottawa as Air Member for Air Staff. With the consolidation of the three Services under one department in January, 1946, he became Air Member for Air Plans, a post which he held until named to succeed Air Marshal Robert Leckie as Chief of the Air Staff.

(Continued on page 9)

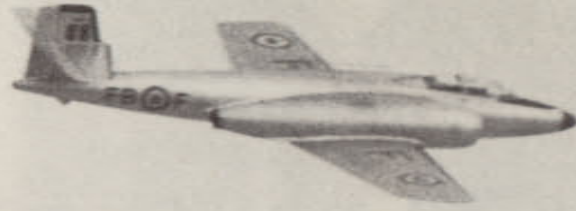


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tune Jet Smashes City-Ottawa Flight Record

On the flight to Winnipeg Wednesday, the plane equalled the flight record time of two hours and 49 minutes. Acting as navigator was Flt. Lt. K. D. Owens of Prince Albert.

The jet covered the 1,060 miles with a speed of approximately 535 miles an hour.

Purpose of the trip was to check fuel consumption.

INDIANAPOLIS (AP)—A streetcar named "expire" completed its regular round-trip run here Saturday and headed for the barn—ending the last regular streetcar service in Indiana. The final car was reserved for city dignitaries, veteran motormen and newspaper men.

OTTAWA (CP)—An RCAF CF-100 all-weather long-range jet fighter aircraft Saturday knocked 51 minutes off the Winnipeg-to-Ottawa flight record.

Piloted by Sqdn. Ldr. J. H. Phillips of Algonquin Park, Ont., and Ottawa, the fighter touched down at suburban Uplands Airport, one hour and 58 minutes after leaving Winnipeg.

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Squadron Leader Jack Phillips, night pilot, and Flight Lieutenant Ken Owens, navigator, discuss route and weather before leaving Winnipeg on their record breaking flight. Photo by L.A.C. K. W. Gregg

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Hail, to the Chief

(Continued from page 7)

Air Marshal Slemon, new Chief of the Air Staff, has the distinction of being the first Air Force pilot to be trained and to fly solo in Canada after World War I. Born in Winnipeg on November 7, 1904, he began his military career in the Army's OTC while attending the University of Manitoba. In 1923 he joined the non-permanent non-professional body known as the Canadian Air Force and during the summer months began training as a cadet. In the spring of 1924 he was commissioned in the newly-created RCAF and received his wings the following autumn.

With the exception of a period from 1926 to 1928, when he was on special leave attending university (he graduated with a B.Sc. in engineering), he has seen continuous service with the RCAF since its inception.

Most of his flying during the first years of his service was on photo survey work. In 1935 he became a staff officer at AFHQ, later attending RAF Staff College in the U.K. He served for a time as AOC of Western Air Command before going overseas in 1942 to help organize the Canadian bomber group, in which he held the position of senior staff officer from the date of its organization in January, 1943 until September, 1944. At this time he was named deputy AOC in chief of the RCAF Overseas, a post he held until appointed to command the RCAF's projected Pacific Force, a position that dissolved when the Japanese surrendered. Following

the War he served in a number of high executive posts at AFHQ before being named AOC of Training Command in 1949.



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Curling Note

In mid-January, two rinks from RCAF Station Winnipeg journeyed to Rivers and Bradwardine for an afternoon and evening challenge match.

All games were hard fought and well won; both in the afternoon at Rivers and again in the evening at Bradwardine. Winnipeg rinks won one and lost one in the afternoon and dropped both in the evening match.

Sgt. Common's Winnipeg rink defeated Lt/Col. Cotton in an extra ender, with a score of 11 to 10.

WO Abbott's rink was nosed out by the last rock when they had been tied up coming home.

Winnipeg rinks were transported to Bradwardine by Rivers personnel. Both games here too were extremely close. Sgt. Common's rink losing out by a draw to the button for a 9-10 score. WO Abbott fared no better with a score of 9-10 on the last end.

Bradwardine ladies served all players with a refreshing luncheon after the game.

SUPPLY TYPES LIGHT UP



Leading Aircraftman A. L. Lloyd Abotsway, Supply Technician at RCAF Station MacDonald lights up for Sergeant SS "Stu" Arnold of 14 Training Group Headquarters. Both men are hospitalized at Deer Lodge. Sgt. Arnold is a Supply Technician on the staff of the Staff Offices Supply at 14 Training Group Headquarters.

Abotsway joined the RCAF in July, 1951. He previously served, during World War II, with the Canadian Army as a radio operator in the Tank Corps. He joined the army in 1940 and spent the following five years overseas serving with the 1st Canadian Armoured Brigade in North Africa, Sicily, Italy and the continent.

Sergeant Arnold has had plenty of reason lately to see a lot of truth in the old saying, "It never rains but it pours." Hospitalized himself since Sgt. Arnold's wife was recently taken ill and is now in Grace Hospital; as if this wasn't bad enough Arnold's eldest daughter, Catherine, aged nine, was also stricken and has been undergoing treatment at St. Boniface. Sgt. Arnold's remaining four children, Stewart, seven, Patricia, five, Charles, three, and Richard, six weeks, have been staying with the Arnold's neighbours, the Cunninghams, since Mrs. Arnold went to hospital. Sergeant Cunningham, another Supply Technician, is stationed at MacDonald but his family have remained in PMQ at Winnipeg awaiting the availability of accommodation at MacDonald.

Sgt. Arnold joined the RCAF in September, 1941, as an Equipment assistant. He has been stationed at Winnipeg for the past two years, having spent the first year of his stay

his wife, the former Miss Nancy Phelps.

"Stu" was almost incoherent in his appreciation of the neighbourliness shown him and his family by his good friends the Cunningham's. "You really never realize," he said, "Just how much friends count until you're in trouble. It makes an awful difference both to me and to Nancy, to know that our kids are being properly looked after while we are away like this. The Cunningham's have been true blue, and we'll always be grateful for their help."

At this point a rosy-cheeked nurse waited up to his side of the bed, bearing an official looking tray covered with medicants. "Time for your



Mrs. Cunningham leafs through a picture book while five children watch

here with RCAF Station Winnipeg before being transferred to the Staff of the SSO at Group Headquarters early last year. Sergeant Arnold hails from Vancouver, B.C., as does



Mrs. Cunningham Senior, right, watches over the youngest Arnold, in bassinet while other children admire the new baby.

three-o'clock, Sergeant," she smiled. We took our leave and left as Sgt. Arnold eyed the supply of bottles and pills with anything but enjoyment.

"Momma" Cunningham bundles up her brood before sending them out to play.

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Sports Spotlight

Sports Review of '52

by Cpl. J. Speirs

With 1952 past but not forgotten, it proved to be quite a successful year for RCAF Station Winnipeg in Inter Service sports activities which included competition from ARMY, NAVY, RCMP, RCAF Gimli.

Badminton

Badminton started the '52 season off with a resounding bang when the Badminton Club walked off with virtually all events with the exception of the Men's Singles to cop the trophy walking away.

Hockey

Then the Station hockey team found their legs after a very shaky

start and found themselves playing off with the Navy in the finals, only to go down in defeat on the short end of a 5-4 count. The Navy undoubtedly were the stronger team and deserved the victory, but our boys were playing a very much improved game in comparison with the early season form and it would not have come as a surprise to see the RCAF upset the Navy for the Baker Memorial Trophy.

Fastball

With spring hitting our station in late March (which incidentally still has the oldtimers talking to them-

selves; it seems it hasn't happened since Hudson discovered his bay). This was an invitation to all ball-players to don the spikes and prepare for another season, and a very profitable one at that as Station Winnipeg trounced Army in the best of seven series four straight right in their own backyard to take the Mitchell Copp Trophy and the Championship.

Cricket

Hardly had the shelf been dusted for the Mitchell Copp Trophy when in walked the RAF boys with Fort Garry Trophy emblematic of Manitoba cricket supremacy. They accomplished this feat by downing our arch rivals the Gimli RAF. This match incidentally was a real thriller for the cricket addicts. What more could one ask than seeing two teams entirely composed of the masters of the game, the English.

With the RCAF in possession of the Badminton, Fastball, and Cricket championship and the Station Curling entry finishing a close second, this was enough to give the RCAF the Inter Services Trophy awarded annually to the service team compiling the highest aggregate total of the year.

While on the local or Inter Station scene ANS Servicing copped the bowling title and the highly coveted Thorndycraft Trophy now in its twenty-fourth year of annual competition. The roll off consisted of a three game total point affair with the champs taking it by a very narrow margin of ten points over the Accounts section.



RCAF FREIGHTERS OVERSEAS

British Freighter Aircraft, now on duty with the RCAF, have joined the Royal Canadian Air Force contingent overseas. Two of these aircraft now operate on a shuttle service between RCAF bases in the U.K.

and on the continent. They are based here are now flying these aircraft at the RCAF's 30 Air Materiel Base from England and the continent. at Langar, near North Luffenham. These pilots are: Flying Officer Bob Marshall, Jack Wallam and Flying Officer Len Klein. Three previous members of the flying staff of the Air Navigation School

Curling

In the curling circles of 1952 Cpl. Common (now Sgt. Common) won the silverware by downing Hrychuck. Sgt. Common has been curling for 15 years and his victory was well earned.

Basketball

Although no league was officially operated in the '52 season a Flight Cadet team was formed and played several exhibition games and came out on top in 7 out of 12 games, with Navy being big thorn in the side of the RCAF beating our boys five times in six outings.

Soccer

The NATO boys took the spotlight in this event and entered no less than four teams in the Manitoba playdowns and the right to advance into the Dominion playdowns. Only one team came close however, but were defeated by the high flying Winnipeg Scottish who incidentally went down to defeat at the hands of

Montreal who in turn took the Dominion title. All in all for a group of fellows who never before had the opportunity of familiarizing themselves before on the soccer pitch they put up a very stiff battle for their opposition and went down fighting in real sportsmanlike fashion.

To conclude a very successful 1952, a word of thanks to all the participants in their individual field of sport and a special word of thanks to the non-participant or unsung hero, the loyal fans, who so capably backed their teams through thick and thin.

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Photo by Cpl. J. R. Pattison

VOXAIR GREETINGS

G/C R. B. INGALLS

Group Captain R. B. Ingalls, DSO, DFC, CD, has attained a unique position in the post-war RCAF. First navigator to reach the rank of Group Captain following the Second World War, he is also the first navigator to command an RCAF station.

Group Captain Ingalls has served with distinction since he joined the Air Force in 1940. After completing his navigation training at such well known prairie units as Regina, Mossbank and Rivers, he was seconded to CPA's Ferry Flight to navigate bomber aircraft to the U.K.

Overseas he joined 142 Squadron, 1 Group, Bomber Command and served with the squadron from the autumn of 1941 to the autumn of 1942. He received the Distinguished Flying Cross for his work with the squadron.

On completion of his first operational tour Group Captain Ingalls served for a year as squadron, station and base Navigation Officer returning to operational flying with 97 and 582 Squadrons of 8 (Pathfinder) Group. It was while flying with these "eyes of the Bomber Force" that he won the Distinguished Service Order.

Returning to Canada just after D-Day, 1944, Group Captain Ingalls, after completing the RCAF Staff College course, became secretary to the Chief of the Air Staff, a post he held for three years. In June 1947 he was transferred to Canadian Services

College, Royal Roads, where he filled the positions of Officer Commanding Cadet Wing and Vice Commandant of the college. In September of 1949 Group Captain Ingalls returned overseas, this time as Secretary, Canadian Joint Staff in London. After a further two years he returned to Canada to join the Directing Staff of the RCAF Staff College in Toronto, from which appointment he was transferred to Winnipeg.

Last summer Group Captain Ingalls held the appointment of Commanding Officer of the Reserve Officer

TWO PEG'

School at the Royal Military College, Kingston.

The new CO is a native of Danville, Quebec. Educated in that province, he attended Bishops' College prior to joining the RCAF. Group Captain Ingalls is married to the former Diana Lyon of Ottawa and Kingston. Mrs. Ingalls, prior to her marriage, served as an airwoman and was commissioned in the Women's Division of the RCAF. Group Captain and Mrs. Ingalls have three children, Esmee, four, Kathleen, two, and Nancy, six months.

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VOXAIR GREETINGS

W/C F. GAFFNEY



Photo by Cpl. J. R. Pattison

PERSONALITIES

Wing Commander Gaffney, new head of that important portion of the inner workings of our station, administration, is no stranger to this type of work. He has been associated with Air Force administration since first joining the service in 1930.

Born in Scotland, Wing Commander Gaffney was a "world traveller" long before reaching the required 21 summers. Wing Commander Gaffney left Scotland, after completing his early schooling there, at the tender age of ten years. He continued his schooling in Brantford, Ontario, and soon after completing his education he signed up with the RCAF as an AC2 clerk stenographer. After a four year sojourn at RCAF Station Camp Borden, Wing Commander Gaffney journeyed to the East Coast where he "pioneered" the opening of a new RCAF Station at Dartmouth, Nova Scotia. In January 1939 he again "pioneered" in the organization of Eastern Air Command Headquarters and in the fall of that year found himself bound for Air Force Headquarters, Ottawa. This time the Wing Commander did not travel alone, being accompanied by his wife, the former Miss Minnie Jamieson of Dartmouth Nova Scotia. The Gaffney's spent the next three years in Ottawa and in the spring of 1940 Sergeant Gaffney received his commission. He was posted overseas in early 1943 when he became a staff officer with 6 Group Headquarters.

Late the following year Wing Commander Gaffney was variously on the staff of 6Z RCAF Base Linton-ous, 76 RCAF Heavy Conversion Base, Topcliffe, and lastly at RCAF Headquarters overseas at Lincoln Fields, London. Here he filled the position of Deputy Director of Personnel (Administration). He returned to Canada in 1946 and immediately took up his duties as head of the Staff Duties Branch at Air Force Headquarters. Wing Commander Gaffney remained at AFHQ from his return from overseas until his recent transfer to RCAF Station Winnipeg.

Last week while the majority of junior officers were busily studying for their promotion exams he had occasion to referee a small discussion regarding administrative matters. After he had left the group, one of its members queried "Now where

do you think he gets all that gen?" One of the other officers replied, "Well boy he should have it—after all—he wrote the book."

Of his new job as Station C Ad O Wing Commander Gaffney had this to say, "On my first visit here in December I was pleasantly impressed by the station and its personnel. The spirit of co-operation between sections particularly came to my notice. After a long time away from station life I am looking forward to getting more intimately acquainted with the staffs and individuals who man this magnificent station and I sincerely hope that I shall enjoy the pleasant relations and co-operation that was accorded my predecessor Wing Commander Gillespie."

Wing Commander and Mrs. Gaffney have two children, both boys, Paul eleven and John six.

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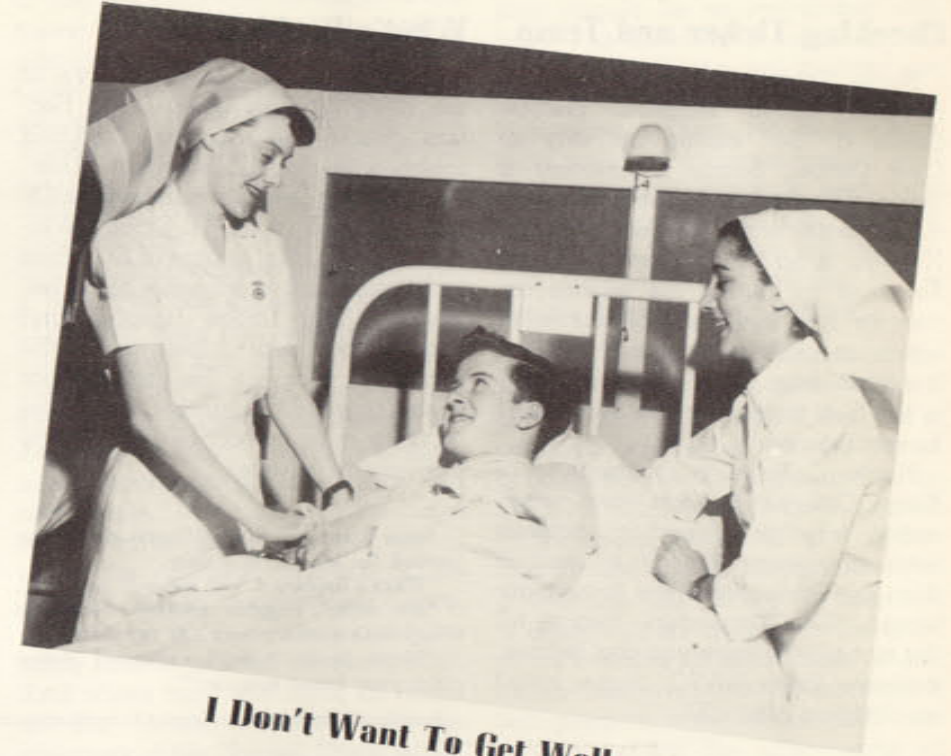
PICTURES



Checking Ticker and Temp



Photo by L.A.C. K. W. Gregg



I Don't Want To Get Well

What's Cooking Doc?



DESCRIPTION
ON
PAGE 18

Dissatisfied Customer



News in Pictures

Photos on pages 16 - 17

Checking Ticker and Temp

Nurse Selma Coombe of London, England, gives Sergeant George Boeriu a "DI" during his stay at Deer Lodge. Boeriu is sporting a hearty Florida tan as the result of a minor bout with yellow jaundice. Hospital is no new experience to the Sergeant for during his service career he has been on the inside of seven or eight service and civilian hospitals from coast to coast. "This is the best treatment I've ever had," he commented.

Nurse Coombe is a graduate of Kings College, London, and when asked whether Canadian patients were any more difficult to tend to than English patients she laughingly stated, "Oh, these men—they're all the same." So there you are, fellows, perhaps these NATO chaps aren't so different after all!

What's Cooking Doc?

Corporal L. M. "Duke" Suave of the RCAF Station Gimli Photo Section checks the reaction of stuffed rabbit with Flight Lieutenant "Don" Kyle, Senior Telecommunications Officer (S Te10) at RCAF Station Winnipeg, while Mrs. Lenton of St. James looks on. Both men were convalescing at Deer Lodge Hospital and spent a good deal of their time in the recreation room on the ground floor of the hospital. Volunteer Red Cross workers man the coffee bar, library and candy counter.

Jones found his friend Higgins wandering around the streets in a daze.

"What's happened, old fellow?" he asked. "My wife," Higgins groaned, "has run away with another man—in my car."

"Great Scott, man!" exclaimed Jones. "Not your brand new car!"

Dissatisfied Customer

AC1 R. W. Cossaboon, Aero Engine Technician at RCAF Station Macdonald, looks over a selection of reading material offered him by Mrs. G. S. Reycraft, left, and Mrs. J. L. Downey, right, of the I.O.D.E.

Cossaboon joined the RCAF about a year ago and he has been a patient in Deer Lodge Hospital for the past six weeks. The first time he has been hospitalized since joining the service, Cossaboon says, "Once is enough."

"You're charged with throwing your mother-in-law out of the window. Guilty or not guilty?"

"Guilty, your honor, I did it without thinking."

"That's no excuse—you might have hit somebody on the head."



Photo by Cpl. J. R. Pattison

Among the more popular of the Greek Myths is the story of Orpheus and Eurydice. After the death of Eurydice, so the story goes, Orpheus used to play a lyre which had been presented to him by Apollo. Its music was so enchanting that wild beasts would forget to prey on one another, and birds would cease to fight, as they followed after Orpheus entranced by the sound of the music produced on his golden instrument. But later, at the instigation of Bacchus, the Thracian Furies blew a loud, discordant din on their trumpets, drowning out the sweet music of the lyre, with the result that, not being able to hear the peaceful and soothing melody, the birds at once began again to fight, and the beasts to prey on one another.

There is quite a thought in this story which is applicable. The Saviour of the World left peace as a legacy. Quietly He still speaks peace

Padre's Page

within us but the discordant din of the world tends to drown out His voice. Yet, to listen to it, means an inward peace in spite of the turmoil of life. His voice can be heard at all times, but chiefly when the world's clamour and clatter is shut out. Quiet moments for reflection are a necessity of every life. Jesus Himself found this essential. He would go out into the desert to be alone with His thoughts. Often He went by the mountain-side to pray. When His disciples had returned from a mission to which He had appointed them, He knew that there had been some disappointments and failures, and that these seemed to loom large by the side of the moderate successes. So He said to them, "Come ye yourselves apart unto a desert place and rest awhile." The noise and the cares of the world had to be shut out to allow the calming influence of the Spirit of God to work in their hearts.

This was good medicine, and the same kind is needful for every soul. And where may that calm be found on this Station Winnipeg? In the quietness of the Chapel. There within its own peculiar atmosphere the

world may be temporarily forgotten, and the sweet, calm voice of peace may be heard.

The Chapels are all-important, and they should be so recognized and used. The Children of Israel had to travel through the wilderness, yet even in that nomadic condition there had to be a place for them where there could be a special contact with God. So the Tabernacle was built and was carried by them in their wanderings. When they became settled, the permanent building of the Temple became their concern.

When Jesus was in Jerusalem, He went into the Temple every day. If He was not in Jerusalem, he was a constant worshipper at the Synagogue wherever He happened to be. Such a Shrine has always been man's necessity. It still is. The Station Chapel is that Shrine here. Use it well and often. Enjoy its peace. It is always open. Enter in at the quiet of the evening for meditation. Attend its services every Sunday morning. It will promote a feeling of calm and serenity which the annoyances of the day will never be able to disturb.

I Don't Want To Get Well

Those of us that remember the old ballad of the above title would be ready to use it as a theme song if we were in AC1 Gerald Harris' pyjamas. Gerald, 19, is an Air Frame Technician at RCAF Station Gimli. He hails from Port Carling, Ontario, and has been hospitalized a week. Asked how he was enjoying his stay he admitted that he didn't "mind" it—the understatement of the month.

Angels of mercy making Gerald's visit a memorable one are Registered Nurse Pearl Hargreaves and Registered Nurse Dipo Sandar. Pearl is a graduate of the Winnipeg General while Dipo Sandar trained at Grace Hospital.

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 BACK Row—L-R: F/C B. F. Cunningham, A/P/O R. E. Yeldham, F/C M. P. Poussard, A/P/O A. C. Wedderburn, F/C G. A. Valentin, A/P/O B. Wilcox, F/C G. T. Dewitte.

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O.K. Chaps

You have the luck to see now how the organization of 2 ANS is working in the drawing (page 24).

Our little NATO community coming from England, Denmark, France, Belgium and all parts of Canada is really happy and proud to walk on the first step on 2 ANS, they dream of flight, women, wings and such.

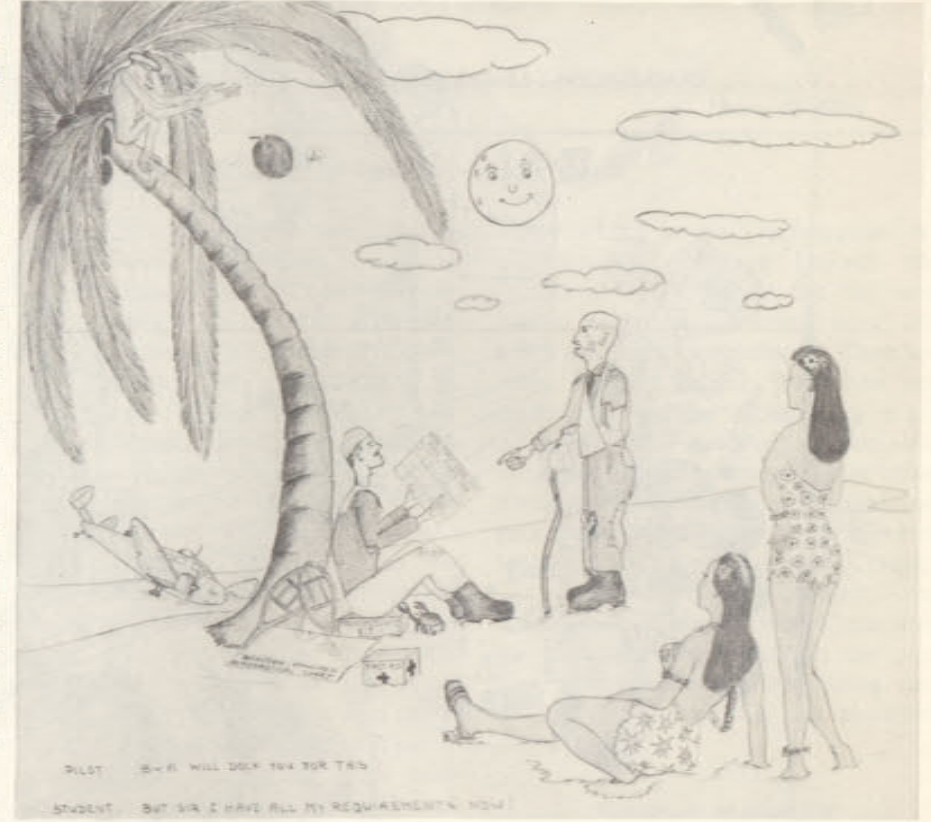
After a week in class and already they work together, but the course director looks a little anxious, he is thinking of what he will be able to do with such a mixture and it is not without headaches he can keep everything under control.

First flights come and we get the chance to meet B in A where the marks are served with a chemical care. And now we are well into the course, astro looks strange; mete indigestion; instruments and compass are interesting but there is only place for a bubble in our head and have trouble to get in the B3 and DRC.

During mid-term we enjoy a leave of 15 days, we travel through Canada to the East, the West, and South through the States and we come back more tired than ever.

We try to work as hard as before but it's now more difficult, weeks fly fast and we find ourselves with the final exam before us, one more week and all we had dreamt will be here, we will be wearing the wings of navigators. Suddenly we forget all difficulties encountered in the course and we think for a moment to find that we have really spent 9 months in an Air Force which is a model of organization, where all officers have done their best to make our course successful in such a courteous manner we can only say "Thank you, Sir."

Yes, we are going back home, but we will never forget Canada and we are proud to have followed a NATO course, we have learnt to know each other; different people with the common desire "Peace and Liberty."



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O.K. Chaps, or a Dissertation upon Course 31A

MOST YARNS start off thus,—“There was an Englishman, an Irishman and a Scotchman,” but our story concerns several Englishmen, a multitude of Frenchmen, the odd Belgian and Canadian, and, of course, a Scotsman. For 36 weeks we have loved, laboured, and almost lost, in an attempt to fulfil our instructors' fond hopes to become competent navigators. During that time, too, we have discovered many admirable characteristics amongst our companions, and a few of these we wish to record as a memento of ourselves, and possibly to amuse you as you read—that is if you bother to read this at all!

Bruce Cunningham is the “odd” Canadian we mentioned. He has

put paid to the petty puerilities of any professional pessimists who prognosticated that Canada would not be present on course 31A's Graduation Parade. Incidentally, talking of Frenchmen, the only Belgian on our course is Gilbert DeWitte, who has achieved fame, or possibly more accurately, notoriety, by perfecting the technique of Pressure Pattern Flying, and proving that it far excels all other types of navigation yet evolved. To go from the sublime to the gor' blimey, we must mention Alex Wedderburn, the Scotsman, who after spending some years teaching physical training and sport, thought, on arrival, that a Beechcraft was a surfboard. Ah! surfboard—that brings us to the French

Navy which is well represented on our course. Jacques LePetit, the “papa of 31A,” heads the list, and has a sobering influence upon his more ebullient compatriots. Then we have Roland Jegou, who has circumnavigated the globe in a much more leisurely fashion by sea, but now that he has adopted the other medium of travel, has quite accepted its standards and can outdo most of us in his rapidity in air work. Albert Car, the French Navy's Barbara Ann, Herve Ruello, the youngest member of our course, and Dufour, our star chef whose astro observations are always hot, complete our nautical personnel.

(Continued on page 25)

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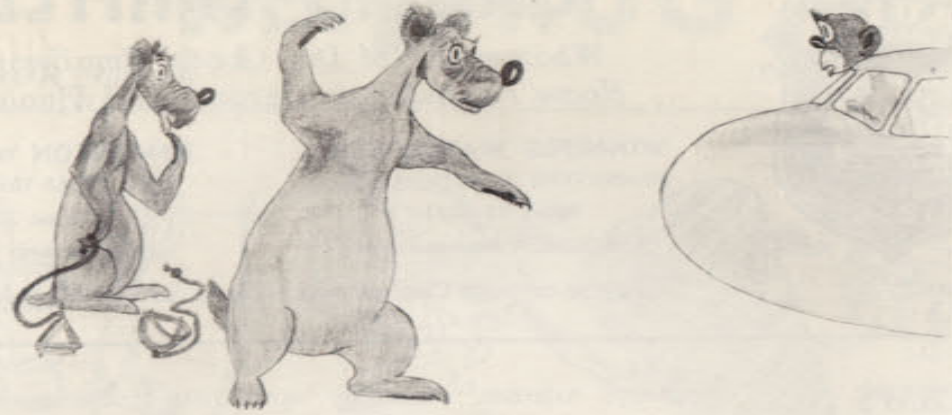
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The Ops Officer got onto the switchboard operator and stated brusquely, "Get me through to the caretaker at Assiniboia. Quickly, it's important." He had barely returned the receiver to its cradle when its harsh jangling erased the thoughtful look from his face, replacing it with one of amazement when the gal honeyed, "Here's your party, sir." Jerking out of his mental blackout occasioned by this surprising service, the Ops O barked into the phone, "Is this Assiniboia?" "Yeah," was the rejoinder. "Oh," said the Ops O, now thoroughly convinced, "what is the condition of your runways?" There was a short pause and then: "Foxes or Wolves?" The Ops O took the receiver from his ear and regarded it suspiciously. "Ahem. I asked

you," very carefully now—softly, softly. "WHAT IS THE CONDITION OF YOUR RUNWAYS?" "I know—and I asked you foxes or wolves, or maybe you'd prefer the larger ones, say for bears maybe?" this last sarcastically.

The Ops O wiped the beads of perspiration from his steaming brow with a shaking hand. "See here, I'll have you know you are speaking to the Duty Operations officer at RCAF Station Winnipeg." A dramatic pause—"To WHOM am I speaking?"

"Why you're talking to the caretaker at Assiniboine Park and if you have finished with your asinine questions, I'll get back to work."

The Duty Ops O hasn't been the same since. Just ask Flying Officer Al Morden—in fact, creep up behind him, tap him on the shoulder and whisper, "Foxes or Wolves?"—and watch the result.

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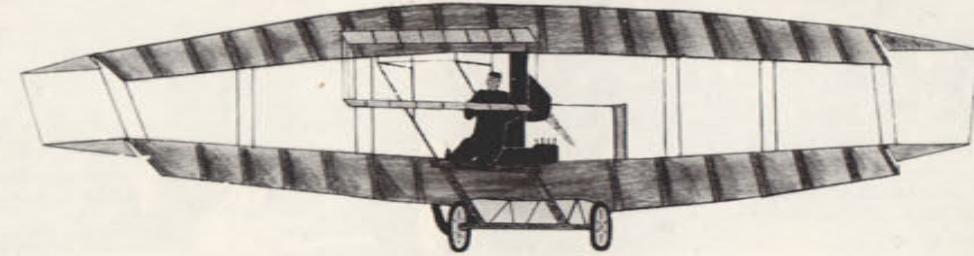
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"Silver Dart", takes to the Air! February 23, 1909
First Aeroplane Flight in Canada

Aviation in Canada, although a mere youngster of forty-three, has come a long way as the drawing above illustrates.

A short forty-three years ago, the first aeroplane flight was made in Canada when, on February 23, 1909, Mr. J. A. McCurdy flew his "Aerodrome", "The Silver Dart" one half mile over the ice covered surface of Baddeck Bay, Nova Scotia.

The "Silver Dart" was the fourth aircraft (or "aerodrome" as they were called in those days) manufactured by the Aerial Experiment Association. The association, formed originally by Doctor Alexander Graham Bell in Halifax in 1907, had in addition to its founder, such famous members as Glen Curtiss, American motorcycle manufacturer, Lieutenant Thomas Selfridge of the U.S. Army, J. A. D. McCurdy and F. W. Baldwin, two young Canadian engineers.

In the spring of the previous year, Baldwin had flown the A.E.A.'s first "home" at Hammondsport, New York (the associ-

ations spring and summer center). Baldwin thus became the first Canadian to make a successful aeroplane flight.

The "Silver Dart" was a "string and paper" biplane with a 49 foot wing span and a 50 horsepower motor.

This same aircraft was flown by McCurdy and Baldwin at Petawawa later in the year, to demonstrate the military potentials of their aircraft. Unfortunately the aircraft was wrecked on landing as was their second aircraft the "Baddeck No. 1" which was flown before members of the Militia Council in the late summer.

Early in the spring of 1910, officers from Militia Headquarters at the direction of the Minister of Militia and Defence visited the Canadian Aerodrome Company at Baddeck and witnessed a number of flights by McCurdy "on" "The Baddeck No. 2". McCurdy and Baldwin offered their two "Aerodromes" to the government for \$10,000, this price to include the instruction of officers in the use of the airplanes. The offer was not accepted and it was not until the outbreak of war in August 1914 that any serious thought was given to the forming of a Canadian Air Corps.

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CO'S PARADE

Officers and men of R.C.A.F. Station Trenton stand at ease in the comparative warmth of an aircraft hangar as they await the command which will bring them to attention as they formally greet their new Commanding Officer Group Captain R. B. Ingalls, D.S.O., D.F.C., C.D.

SIGNING OVER

Group Captain R. B. Ingalls, sets his signature to the "Handing Over Certificate" thus officially taking charge of the thousand and one activities of one of Canada's largest Air Force Stations. Wing Commander F. Y. Craig officer Commanding Number 2 Air Navigation School, who was filling the position of Acting Commanding Officer of the station watches from the background.

MARCH PAST

Group Captain R. B. Ingalls leads the parade past the saluting base in a traditional "Farewell Salute" to the departing C.O. As Group Captain Randall had earlier left the station for Europe, Wing Commander F. Y. Craig took the salute in his stead. Officers behind the C.O. are extreme left: Warrant Officer George Gayton, Warrant Officer Lisoweski, Squadron Leader D. J. Lewis, D.F.C. and Flight Lieutenant Cameron.



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DONALD at GRAHAM



Nursing Sister Flying Officer Isabel Zie prepares to sterilize sundry medical articles in the newly installed autoclave at the Station Hospital. Nursing Sister Zie is a native of Brandon, Manitoba, and trained at the Brandon General Hospital. She joined the RCAF in April, 1950, arriving at Winnipeg in March, 1952. Before coming to Winnipeg Isabel served for a time on the staff of the RCAF Hospital at Goose Bay. Later she was seconded to the USAF's 1453rd Medical Air Evacuation Squadron, based at Hickam Field, Honolulu. While with the 1453rd, she flew from Japan to San Francisco as a Flight Nurse, assisting in the evacuation of American soldiers wounded in Korea. Sister Zie has promised the editorial staff of Voxair a blow by blow account of her exciting experiences as an Airevac Nurse. Watch for it in an early issue!



Photo by Leo. K. W. Gregg

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FEBRUARY 1953

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8	9	10	11	12	13	14
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22	23	24	25	26	27	28

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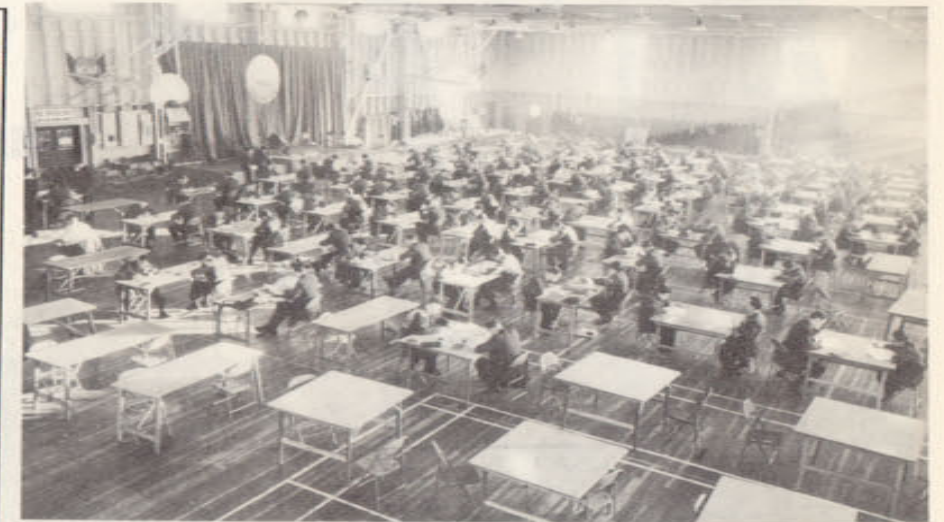


Photo by L.A.C. K. W. Gregg

What's the Answer?

One hundred and forty-eight heads bend to the task of writing promotion exams. The largest group of junior officers to write Flying Officers Qualifying Examinations at station Winnipeg gathered in the Station Recreation Hall every morning for five days in mid-January. Subjects covered during the five day "squeeze play" were Trade Paper, General Service Knowledge, History of Canada, Geography and Current Affairs.

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*A dashing young fellow named Tim
Taxied past with considerable vim,
Said he, "I'm renowned
For covering ground!"
But alas, the ground now covers him.*

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