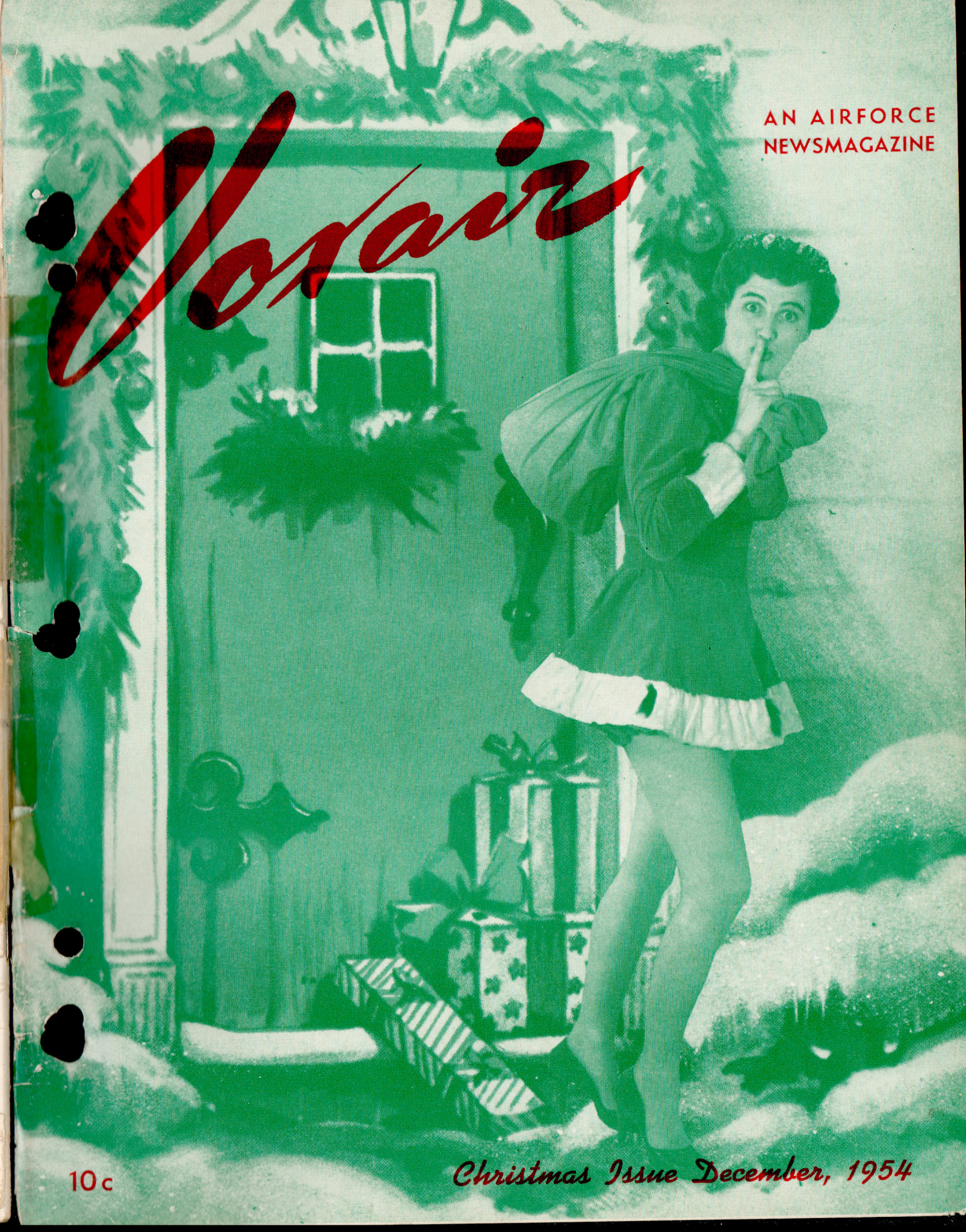


Notair

Christmas Greetings from . . .

**KIRKFIELD HOTEL
and
McLAREN HOTEL**

- FRED DANGERFIELD
 - GEORGE DANGERFIELD
 - JACK DANGERFIELD
 - FORBES RANKIN
 - DICK TURPIN





Merry Christmas!

AND A

HAPPY NEW YEAR

EVERYBODY



Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

GOOD LISTENING

JOB



AN AIRFORCE NEWSMAGAZINE

Honorary Editor-in-Chief... W/C F. GAFFNEY
Editor F/O ROBERT GENNO

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EDITORIAL

THE HOST'S RESPONSIBILITY FOR HIS GUESTS

THE number one responsibility of a host or hostess, experts on etiquette agree, is to see that all their guests have a pleasant and enjoyable time.

Those who entertain at home, in clubs or at offices have an even greater responsibility and one that until recently most writers in etiquette completely overlooked. That is to see that their guests leave for home in such a condition that they are likely to reach there safely.

The gracious host or hostess today takes times to prepare attractive and interesting party dishes and serves a variety of refreshments. Inevitably, some guests will imbibe too freely and, left alone, will leave the party to become a threat to safety either on city streets or on the highway. The host or hostess must share the blame if sudden death is the conclusion to an afternoon's or evening's entertainment, because the danger could have been so easily eliminated.

A steaming cup of black coffee, with lots of sugar, served as the "one for the road" is a well-proven sobering agent. The thoughtful host or hostess makes this cup available to parting guests, not only to help protect their lives but also to protect the lives of passengers in other cars or pedestrians who might innocently be involved in an accident caused by a guest's over indulgence.

The homeward guest becomes a particularly serious safety problem during the Christmas-New Year's holiday period. For years, many people have been turning the holidays into "alcohol holidays" and too often take to the highways after festivities when they are in no fit condition to drive. If accidents occur, and there is a record number of them during the festive season, the drivers themselves are, of course, to blame and must pay the penalty. But the host or hostess shares responsibility for the tragedy.

Scientific tests at Cornell University, and experiments elsewhere in Canada and the United States, have demonstrated the accident-

reduction value of coffee when a driver who has been drinking takes to the wheel. For some people, of course, even coffee is not enough and these people should be kept away from a car until they have become fit to drive. But even a mild drink or two is sufficient to obscure the vision or slow up reflexes and for these party guests a cup of coffee will do the trick.

According to R. B. Baillie, vice-president of the American Association of Motor Vehicle Administrators, Registrar of Motor Vehicles and Director of Highway Safety of the Province of Manitoba, campaign results in the United States show that traffic deaths were reduced by as much as one-third. In Canada, there were 50 fewer accidental deaths last December than in December, 1952—a gratifying decrease.

Good rules for a host or hostess to follow are these:

1. Persuade those guests who have taken too much to leave their cars and drive home in a taxi or be driven home by others;
2. Make that "one for the road" coffee. Every driver will be a safer driver as a result.

And for the guests:

1. Don't drive your car to Christmas or New Year's parties;
2. Take advantage of your host's generosity and make your "one for the road" coffee.
3. If you have overindulged even a little, take a taxi home, or ask a non-drinking friend to drive you home. Tell him to stay under 35 miles an hour in the country, 20 in the city.

Christmas Message

May the divine Babe of Bethlehem, son of God and son of the Virgin Mary, grant to all of us the grace and courage to receive Him into our minds and hearts this Christmas.

Slowly, very slowly, it is beginning to dawn on us that to accept His teaching, obey His commandments and live His life is the only hope of real happiness and peace for a worried world.

To everyone, my sincerest wish for a very Merry Christmas!

PHILIP F. POCOCK,
Archbishop of Winnipeg.

Christmas Greetings from the Commanding Officer

It is with the greatest of pleasure that I wish Voxair and all its readers A Very Merry Christmas

R. B. Legalls

Group Captain
Commanding Officer
RCAF Station, Winnipeg

Christmas Message

"The season of Christmas makes its appeal to everyone wherever they may be. But it is essentially a family affair. Ideally it belongs to the home—the happy united or re-united family. Even if circumstances intervene to preclude a family reunion our thoughts travel homeward or backward to the good old days of the excitement and the laughter of bygone Christmases.

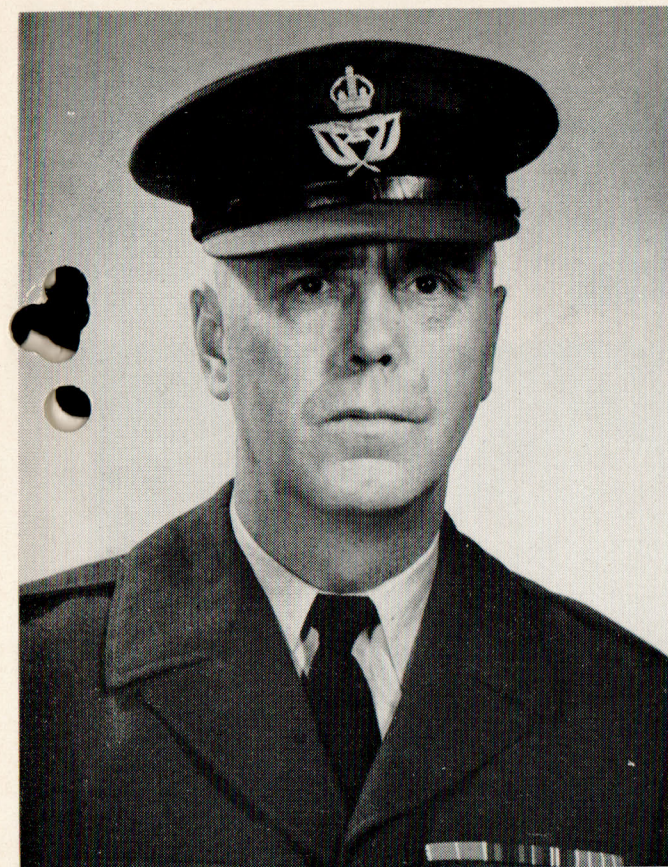
But happiness which is borrowed from fortunate home surroundings is subject to change without notice. Before the Christmas pudding has been digested you may find yourself posted to wherever it is you hope to escape. Where is your happiness then? So we have to look deeper.

The truth is that while your children may appear to be satisfied with their Christmas toys and you may think fortunate circumstances mean happiness, we all know that what we look for is something that will not wear out or have to be repeated. The love you bear your children is their real source of happiness. They count on it lasting through thick and thin.

So wherever you are, remember this, that while the Christ Child's hands are small they are very strong. They can make the love and joy of Christmas last. We can count upon the love that came down at Christmas.

Happy Christmas.

WALTER F. BARFOOT,
Archbishop of Rupert's Land.



Personality

WO1 J. BLUNDELL
M.B.E., C.D.

1, 2 and 3 manning depots, in which job his achievements were rewarded with his being awarded the MBE in 1943.

After leaving No. 3 depot, he became a travelling man, with successive postings to Y Depot, 2 Release Centre, Station Lachine, and AFHQ Ottawa in March, 1946. After a five-month tour at AFHQ, he was again posted to No. 1 manning depot, Portage la Prairie, and thence in April, 1947, to CJATC Rivers, where he spent the next three years.

But WO Blundell's travels were by no means over, for after a short five-month stay at London he returned to Rivers until Ottawa called once more, and he was transferred to AFHQ as SWO for the next year. But his ability to handle and direct recruits again came to the attention of the Postings Branch and he was directed to RCAF Station St. Johns, P.Q., until January, 1954, when he finally returned to his home town and assumed the duties of SWO at this station.

WO Blundell has made quite a name for himself in the field of athletics, having gained several trophies. His favourite sports are tennis and badminton, at which he has shown marked prowess, but he has also engaged himself with remarkable success at boxing, running and jumping.

He met his attractive wife, a former model, in Edmonton, and they have three charming daughters. This fine robust figure of a man never fails to have a cheery "Good morning" for everyone, but unfortunately his dry sense of humor is too seldom appreciated.

NEW MEN in the Air Force are fully conversant with the inner complexities, not to mention the normal requirements, of service drill. Yet Station Winnipeg can boast a personality bold enough to write a book on the subject!

Our Station Warrant Officer, WO1 James Blundell, first saw the light of day in the City of Winnipeg on 12th December, 1909. He attended school in West Kildonan and, upon graduation, was employed by the old Winnipeg Electric Co. (now Greater Winnipeg Transit Commission), later switching to the Win-

nipeg Police Force. Apparently he took kindly to wearing a uniform, and joined the Royal Canadian Horse Artillery at Fort Osborne Barracks, where he spent 3½ years, before deciding that the RCAF was the service for him.

His enlistment, in 1940, was as a service policeman, but the powers-that-be quickly recognized his potentialities in the disciplinary trade, and he was re-mustered to that trade in June, 1940. During the war year he was mainly engaged in teaching recruits the rudiments of drill and discipline at Nos.

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Today in SPORT

By CPL. HOWARD O'BYRNE



Bowling

The Station Bowling League is starting to take shape. With 27 games played in the current schedule, no team seems to be a run-away, as the score shows. WO1 Jim Loach is leading in the high triple with 833, and LAC Cooper leading in the high single with 325.

Football

The Blue Bombers have packed their equipment for another year. After reaching the finals in the W.R.F.U., they lost the first game to the Edmonton Eskimos, won the second here in Winnipeg on November 11th, and lost the third in Edmonton on November 13th. Of the three games, all agree the afternoon game here on Remembrance Day was the best for all-round good rugby.

The field was in excellent shape and the weatherman sent some brilliant sunshine and a temperature of 40 above. The last game, played in Edmonton, was much different. There was about two inches of snow, and the temperature at game time was near 20 above. The cold seemed to hamper the teams and, as a result, the play was not nearly as good as expected.

Now it's on to Toronto for the Eskimos, where they meet the winner of the Big Four League in the Grey Cup final.

(Ed.—Since this copy was received the Grey Cup game took place... Eks triumphing over one of the Eastern teams!)



AW1 June Davidson throws a mean curve.



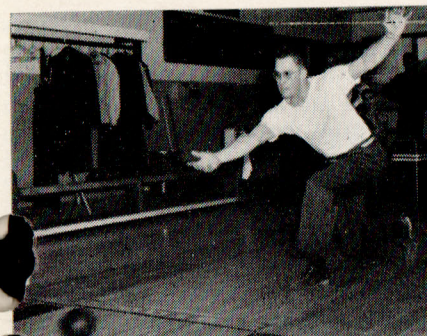
THEY KNOW THE SCORE!
Standing, l. to r.: LAC Bev Marks, LAC George Ivanyshyn, Cpl. Glen Graham, and LAC Don Tuff. Seated, l. to r.: LAC Tom Zanzow, and AC1 Joe McCluskey.

Table Tennis

Two NATO teams, comprised mostly of flight cadets and A/P/O's, have been formed, with F/O Bob Genno as president and F/C Bob Moffatt as secretary. One team is named the "Artizans," with A/P/O Ted Green as captain, and the other the "Bohemians" — A/P/O Terry Ledger as captain. Both teams have entered a downtown league under the Manitoba Table Tennis Association. The "Artizans" have played one match with poor results. The "Bohemians" have not played yet. However, it is still early in the season and anything can happen before it ends. Actually, all our boys need is practice. One match is played each week—arranged by the captains of the teams. The matches, so far, have been played in the Station drill hall, but it is expected to move over to the flight cadets' mess shortly. The tables will be close to where most of the boys are, and they will get in more practice.

The following are the results as of December 1st:

A Section:	Pts.
1. 402	23
2. Supply	22
3. Group	18
4. Accounts	18
5. 111 C & R	17
6. ANS	17
7. Safety Equip.	15
8. Dulce Eaters	14
B Section:	Pts.
1. Rad Dem	24
2. Mess Hall	22
3. Aros	21
4. Commcen	17
5. Groupers	17
6. 111 Instruments	16
7. 14 Group	16
8. TCA	14
C Section:	Pts.
1. Aros	19
2. Garbles	19
3. Barber Shop	19
4. SOR	19
5. Blowers	17
6. Fire Hall	17
7. CNS	14
8. Telecom	11



Don Tuff shows nice form as he delivers the "Tuff Special."

D Section

	Pts.
1. Workshops	25
2. Education Sect.	23
3. Accounts	23
4. 111 Yaks	21
5. Supply Sect.	19
6. SOR	14
7. MIR	12
8. 402	7

Hockey

The Station hockey team is holding practices each Thursday morning. Over 30 players turned up for the first tryout. It is expected the Mangroup League will get started before Christmas.

Rifle Association

The RCAF Station Winnipeg Rifle Association is now in action, and the several weekend shoots which have been held have proved very successful. The association now has a team which is very anxious to be entered in the MPRA. The interest shown by new members, especially the airwoman, is very keen. The airwomen were rather bewildered at first, but careful instruction and plenty of practice has steadied their aim.

They are looking forward to entering an all female team in the MP main shoots soon.

The association meets on Wednesdays at 22:00 hours at Fort Osborne Barracks, and each Saturday at the Air Cadet Range at 13:00. These meetings are for two and four hours respectively.

Badminton

The Badminton club is meeting every Tuesday evening in the station drill hall. They boast a membership of 25, with more joining every week. Two tournaments have been attended, the latest being at the Y.M.H.A. hall, where swimming and dancing were enjoyed and lunch was served after the games were completed. Return

games are being arranged locally with the Army, Navy and RCMP. Plans are still in progress for the Mangroup Badminton League schedule, and it is hoped to get started before the end of the year. Also, a club Christmas party is being arranged. Sounds like a very interesting group. Anyone interested in batting the bird around should contact F/O Nassi, or be at the hall any Tuesday evening.

Curling

The Station curling club is enjoying one of the biggest and best seasons in its history. Thirty-six

November 5th, there were no less than four extra-end games. Now that the winter weather is here, the new members are catching onto the game and everyone is getting into the swing of it; all seem to be buckling down to real hard curling, which makes for keener competition.

Plans are being made for a 'spiel around the middle of January to decide a team to represent this station against Gimli. The winner will qualify for the Mangroup 'spiel, to be held late in February or early March, 1955.



Sgt. Herbie Millar, deep in thought.

teams are participating in two draws each Thursday morning at the Granite Curling Club. There is the usual cold lull for the first two or three ends while each member get limbered up. Any time after the fourth end coats, parkas, etc., are tossed off to the side as the interest and blisters build up. In most games this pitch continues to mount until the last rock is thrown and the game has been decided. With four weeks completed, only four teams remain unbeaten. They are Miller, Sparks, Montgomery and Rebitt. Eight teams have tasted defeat once—Thompson, Langlois, Ballance, Millar, Graham, Moore, O'Byrne and Galon.

Some games are close affairs, with most teams evenly matched. As an example, on the first draw of



Cpl. "Tommy" Thompson demonstrates his ability with the broom. (Are you listening, Mrs. Thompson?)



Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

PEACEFUL CO-EXISTENCE WITH THE USSR

Soviet Tactics or a New Way of Living

ONE of the best authorities on Russia, George F. Kennan, former ambassador of the United States to Moscow, proposed seven years ago a policy of "firm containment," of confronting the Russians "with unalterable counter-force at every point where they show signs of encroaching upon the interests of a peaceful and stable world." He predicted that this policy (which is the one that has been followed) would result in "either the break-up or the gradual mellowing of Soviet power." Does the present Russian emphasis upon "peaceful co-existence" mean that the increasing strength of the West, and other factors, have brought about the mellowing of Soviet power which Kennan predicted?

The essence of the question of peaceful co-existence is this: Can the free and Communist worlds exist permanently side by side without all-out war?

The Western world is naturally suspicious that the Russian air of sweet reasonableness which now prevails is just a Soviet tactic to get us to relax, perhaps to get us even to refrain from re-arming the

Germans. Sir Winston Churchill takes a more optimistic view, and in spite of his eighty years, he may once again be right. Churchill over a year ago expressed the view that there was a profound movement of Russian opinion that might lead to a new Russian policy. He favored, and still favors at an appropriate time, a meeting "at the summit" to explore with Malenkov and other heads of state the chances of arriving at a peaceful solution of the conflicts and war threats that harass mankind. He has repeated his hope recently in his own colorful way: "We might even find ourselves in a few years moving along a broad, smooth causeway of peace and plenty instead of roaming and peering around on the rim of hell." Undoubtedly, one reason for Churchill's retention of the post of prime minister is his belief that his own prestige may help lead Russia and the nations onto this causeway of peace and plenty.

A fine analysis by Harrison E. Salisbury of the new Russian policy is found in the New York Times of November 21. Salisbury states that there seems little doubt that Moscow actually does desire a relaxation in world relations. The key question, however, is why she

wants it. In the past, the motives have been a desire for a breathing space or a desire to cause the West to drop its guard. Perhaps now something fundamental and even favorable is emerging. Perhaps we are witnessing the "mellowing" that Kennan predicted.

What are the favorable signs? One is the sharp break of the new Soviet rulers with the harsh, violent Stalin tradition. Another is their wish to concentrate domestic affairs, to raise the abysmally low standard of living of the Russian people. Communism cannot hope for world triumph if it fails to provide a better living for the masses. There is also evidence that the Soviet leaders are aware of the dangers to their own country of war with atomic weapons. When Premier Malenkov said that nuclear war meant the destruction of the world, he spoke like a man who meant every word of it. The Soviet army itself is backing a more conciliatory foreign policy.

Soviet foreign policy certainly is more conciliatory. The Russians are even learning the language of diplomacy, a language that does not come easily to their tongues. The message of friendship and peace that Malenkov sent through an American congressman to the people of the United States is one example of this.

The long-range objective of the U.S.S.R.—a communist world—remains unchanged. That objective does not concern the democratic world too much, provided force is not used to realize it. Since, however, force and fraud are the essence of the communist method, the democratic world must for generations remain strong. At the same time the democratic world must devise a social and economic order so good that it need fear no rival.



Illingworth—London Daily Mail

REFRESHMENT AT ITS VERY BEST



DREWRY'S

- DRY GINGER ALE
- CRYSTAL SODA
- LIME RICKEY
- TOM COLLINS

AUTOMOBILES

By F/O E. P. McLOUGHLIN

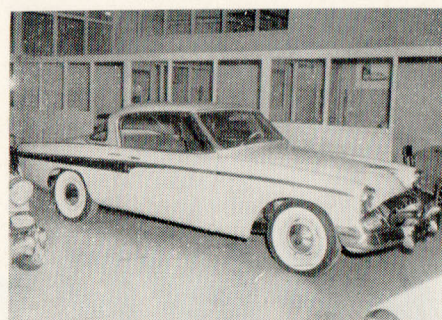
THE individualist who expresses his opinions in public seldom wins any popularity contest; but to me the truth is far more important than any shallow flattery, and since, as Hamlet once said, "There is something rotten in the state of Denmark," it behooves me to be blunt instead of mellowing with Yuletide cheer. For the past four weeks I have been brooding unhappily over this article describing the virtues and faults of our new cars. Not that I don't like the cars, or think they don't show improvements over last year; it is something which goes much deeper than that. Basically, it is now impossible for me to describe these cars, for the simple reason that I would be discussing a state that no longer exists on this continent. There is but ONE car, shown in three versions—low, medium, and high priced.

We, the nation of people who pride ourselves on being such individualists, turn out to be nothing more than timid sheep, herded willy-nilly to suit the whims of the motor manufacturer's sales department. Don't try and escape with the excuse that these are American and not Canadian responsibilities, for it won't hold water. So! You don't believe me? I'm prejudiced? Talking through my hat? Well, just spend a few minutes studying the new models and see if I'm not right. Haven't they all got the same massive front and rear, and slabside views? Oh, naturally, with slight modifications to the disproportionate amount of tasteless chrome scattered with utter abandon from end to end. Even Studebaker, which last year showed a car designed in excellent taste, have this season shoved on an extra ton of chrome to satisfy the Philistine cult. Physically these machines are all of the same size, discounting small production cars like the Rambler, Ford Thunderbird, and Studebaker coupe; they all are hewn with the same quality from top to bottom, sport the same enormous engines, and, in fact, even the handling qualities are almost identical. Can you still stand there with a straight face and tell me that these represent DIFFERENT machines and not just different versions of the same car?

Now, my quarrel is not with the car, but with those who have created the idea behind it, namely, the manufacturers. The general public have allowed themselves to be so bamboozled by the publicity departments of these gargantuan organizations that they now readily concede, without the most miser-

able of protests, to what is presented as their ideal car and as such buy the animal. Furthermore, our minds have been so childishly twisted by these opportunists from the time we could crawl that we

Top: Studebaker.
(Courtesy of Consolidated Motors Ltd., Winnipeg)
Centre: Chevrolet.
(Courtesy of Community Chevrolet - Oldsmobile Ltd., Winnipeg)
Bottom: Plymouth.
(Courtesy Russell Motors Ltd., Winnipeg)



now even believe our cars to be the best in the world—an argument which is utterly ridiculous. The end result of this continuous coercion has been that we consider anything different in the form of a car as inferior, and so beneath our consideration. Therefore, we end up men without a choice—men who daren't buy anything different because our minds, wives, relations, and prestige won't tolerate such a situation. If such a condition can be created with our acquiescence over a period of years in one field, then it is fairly true to state that such an outlook could occur in the more serious aspects of life.

I may have been slightly outspoken on this subject, but if you are honest I feel you'll agree there's a measure of truth in those words. Fortunately, or unfortunately as the case may be, the manufacturer has now been caught in his own web. For he hasn't the moral courage to introduce anything radical for fear that the minds he has so laboriously created will turn on him and he loses his billion dollar investment. This results in all changes being introduced by millions of dollars worth of high pressure advertising, in all known mediums, which the purchaser has to pay for!

By this time my readers have no doubt relegated me to the local insane asylum. Before you do, try turning a few of these questions over in your mind. Have you ever asked yourself if we really need 160 to 270 h.p. to propel us in comfort and speed around the country? Do these machines have safe chassis, and bodies for such speeds? Aren't the roadholding properties deplorable for a car supposedly so well engineered? How many crashes have been caused by these bad qualities? Is it necessary that we spend \$300-\$400 on chromium for every car we buy???

I usually despise those who try and foretell the future, since they are invariably proved to be wrong (so the Eskimos wouldn't win!), but just for the fun of it I'll have a shot.

As far as I can see, the "one model"-type car market will continue until the big three have forced the timid six into oblivion as manufacturers of imitation Chevs and Fords. I doubt it will take long if the present trend continues—perhaps five years. If this occurs I feel it serves them confoundedly well tonight, and there's no sympathy coming from my direction. If they can't use their own brains for design and have to resort to continually copying the ideas of other firms, then their continued existence is not based on a healthy foundation. At this stage the advertising sales boy will be thrown out as boss and replaced by some sound creative engineering—a most welcome change. With the help of "Road and Track" I now suggest the following cars will make an appearance:

- A quality car, for those with whom money is not of the prime importance. This type of car was most successful in the twenties, and there is no reason why it shouldn't be so again. At present, there is nothing above that dream monstrosity produced for "Idiots of Distinction." The next time you visit a showroom inspect the cheapest and the most expensive models and see if there is any difference in quality?
- A cheap utility car selling for around \$1,500. It hasn't been built so far for the simple reason that the powers-that-be fear any undercut in their normal models. Should sell like a hot cake despite certain motor moguls' statements to the contrary.
- Several forms of high performance GENUINE sports cars for the man who owns a car for the sheer love of driving.
- A quality made small car (5-6 passenger) with moderate power and long-lasting properties. Should sell for \$4,000.
- A car for the travelling salesman. Up to the present no distinctive car has been created for this large segment of our population, which has very definite needs which differ from those of the normal driver.

That is the whole domestic car picture from my eyes. It is undoubtedly one which differs from your own, but in addition it is probably one to which you have given little thought up to the present.

Review of New Car Changes

FRONT—All of the grilles have been improved and gathered in, presenting a neater overall picture. Unfortunately, Studebaker had to add the ton of chromium to an already distinctive picture. It appears to me that Chevrolet and Ferrari have suddenly adopted a relationship. The conformity from model to model is amazing.

SILHOUETTE—Lowered an inch or so, and I have a vague feeling that all makes are using the same dies to form their panels. Studebaker is still a little refreshing.

REAR END—All have invested in more massive bumpers, besides

(Continued on page 36)



Top: Chevrolet.
Bottom: Studebaker.

Season's Greetings

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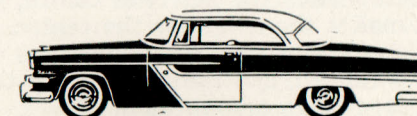
WINNIPEG MANITOBA

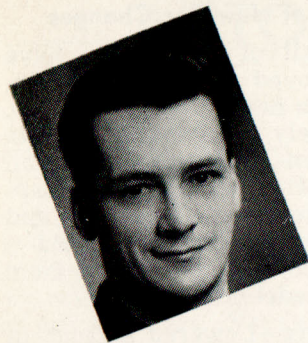
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Chaplain's Page



"Better To Give Than Receive"

By F/L PAUL GORIEU

"The Meaning of Christmas"

By F/L HAROLD COX

IN the western world, the majority of people are engaged in the task of getting. Though it may seem strange, the Christian ethic is founded on the opposite principle, that it is more blessed to give than to receive. It is clear that both the opportunity and the burden of filling this Divine mandate falls principally upon those who are more abundantly blessed with material goods.

As a nation, Canada has been magnificently blessed by Providence in the material things which make for comfort and prosperity. As a nation, we have done a great deal, particularly since the war, to help the socially disinherited people of the world. But here our concern is less with the national spirit of giving than it is with the personal spirit.

The reason it is more blessed to give than to receive is because it helps to detach the soul from the material and the temporal in order to ally it with a spirit of altruism and charity which is the essence of religion. Cicero once said that "men resemble gods in nothing so much as in doing good to their fellow creatures." Aristotle says that by narrowness and selfishness, by envy and illwill, men degenerate into beasts and become wolves and tigers to one another; but by love and goodness, by mutual compassion and helpfulness, men become gods to one another.

There is no doubt that the unity of a community depends to a great extent upon the services and kindnesses of one individual to another. Farming populations are usually splendid examples of this altruism. At harvest time, farmers help each other, and in times of hardship or sickness rally to help the destitute or ailing members in their midst.

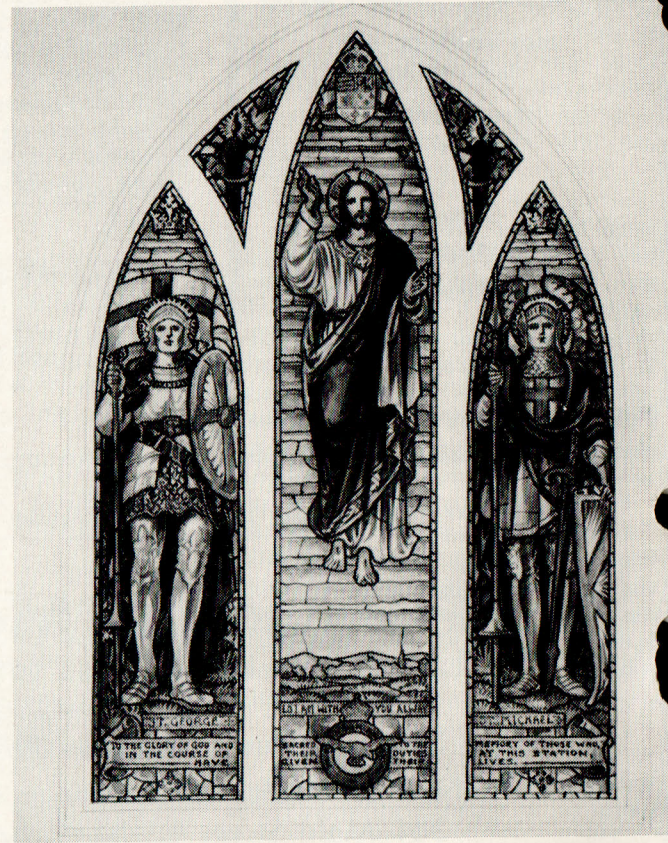
Now, you ask, in what way is giving blessed? What relationship does it have to God and religion?

We may say that, primarily, giving is a divinely appointed way of acknowledging the mercies of God. Everything that we have, life, health and material possessions, have God as author, and they have been given to us to make use of and enjoy. God is pleased to accept our offerings to the poor and needy as a token of our gratitude to Himself.

Egotism makes the self the centre, altruism and charity makes the neighbor the centre. Only on the principle of giving can the inequalities of the human race be adjusted, can the strong help the weak, and social peace reign among men.

(Continued on next page)

IN a few days now we shall be privileged to celebrate Christmas and to join with millions of others who turn their attention to a little town called Bethlehem, where, almost two thousand years ago, a tiny Babe was wrapped in swaddling clothes and laid in a manger—there to be viewed and remembered as the focal point of God's love for man. Now, if Christmas is to be a holy day rather than just a holiday, if it is to mean consecration as well as celebration, then we must make this Christmas story something personal and vital in our own lives. It must be far more than the giving and receiving of pretty packages—far more than candles and candies, trees and tinsel, ribbons and mistletoe, cards and ornaments. It must be a time for directing our hearts and souls to Jesus Christ, of whom the Old Test-



MEMORIAL WINDOW to be placed in the Protestant Chapel, in memory of those who in the course of their duties at this station have given their lives.

ment prophet said, "His name shall be called Wonderful, Counsellor, The Mighty God, The Everlasting Father, The Prince of Peace."

Remember that beautiful scene outside Bethlehem beneath the silent stars where humble shepherds watched over their flocks—it was here that the first Christmas service was held. The church was the largest possible—God's great outdoors! The music was rendered by finest of choirs, the host of heaven! The preacher was none other than the Angel of The Lord! The sermon was the most wonderful message ever heard by man, the message that told of God's love in the giving of His Son! These are very important, but the one thing that I want you to notice especially, as you read again this great story, is the congregation at that first service. It was very small by any standards, but for such a setting and for such a service it came to be utterly insignificant—three simple shepherds! Why, OH, WHY, did God not choose to hold this service where there was a tremendous gathering of people? Why did He not choose to make this soul-stirring announcement to the great religious leaders of the world? How differently we would have handled the situation! But as we study the life of Christ we find that it was ever thus. Wherever we see Him, in a manger, in the carpenter shop, sleeping by the Gallilean lake, moving about as the Vagabond Preacher, riding on a donkey, dying on a cross, it is always the same. Nothing there to impress the masses—nothing there to change the world!

LOOK at the disciples He chose: three or four fishermen! Peter: a big, boisterous, often blundering fellow, who could rise to great heights, admittedly, but who also could sink to terrible depths—who could say at one time "Thou art the Christ . . ." and at another, "I knew Him not." James and John: they were called "The Sons of Thunder"—quick-tempered men, the kind we would be afraid to have on our church boards because they might cause trouble. Matthew: a dishonest tax-gatherer. Simon the Zealot: a complete reactionary. And so we could go on through all ages seeing how He has chosen what we would call the ordinary people and the ordinary circumstances—how He has transformed and redeemed the ordinary and used it in His own marvellous way. People like you and me, and situations like those in which we find ourselves. How can we feel just ordinary after that?

This, then, is the personal element that I see in Christmas; that it is a day that brings its message of hope and assurance, of love and faith, to you and me, the "ordinary" people whom God wants to use in His divine plan. Christmas is then OUR day—our day to draw close to the God who loves US. Christ has come, let us rejoice! "For unto YOU is born this day in the city of David a Saviour, which is Christ the Lord."

BETTER TO GIVE THAN RECEIVE

(Continued from previous page)

ONE woman has lived in history because she did not fear cutting into her capital. The story is told in the Gospel: "As He was sitting opposite the treasury of the temple, Jesus watched the multitude throwing coins into the treasury, the many rich with their offerings, and there was one poor widow who

came and put in two mites, which make a farthing. Thereupon He called His disciples to Him and said to them: 'Believe me, this poor widow has put in more than all those others who have put offerings into the treasury. The others all gave out of what they had to spare; she, with so little to give, put in all that she had, her whole livelihood.'

Probably the poor woman at the temple did not see her Judge nor know that she had pleased Him, nor guess that, in the scales of Divine Justice, she "gave more than all those others who put offerings in the treasury." They gave of their superfluity; she gave all she had, "her whole livelihood." She was poor, yet she gave to the poor. She emptied herself to fill the emptiness of others. The jingle of her two small coins as they fell cried out to refute the whole base philosophy of materialism, which would teach men to acquire as much as they can—as if this earth were our only home.

Nothing that is given in the right spirit of Generosity is ever lost. In the materialist's reckoning, what is renounced is lost forever. In the realm of the spirit, this is not true. For what we give to God is not only recorded to us for eternal merit—it is even returned in this life. One of the most practical ways of assuring that we shall always have enough is to give generously in the name of God. "The measure you award to others is the measure that will be awarded to you."—(Luke 6:38).

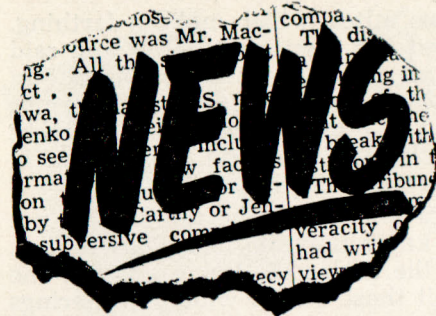
The use to which we put what belongs to us is closely related to what we are, and to what we will become. He who keeps everything he has for himself must lose it all at death; he who has given it away will get it back in the coin of immortality and joy.

THE Christmas season reminds us strikingly of this philosophy of giving, for it is the anniversary, the birth of the Christ-Child, who proved His love for mankind by giving Himself for our salvation.

In the last years a growing number of families, most of them of moderate means, yet blessed with the necessities of life and many of its comforts, forfeit, at Christmastime, the pleasure of bestowing gifts to members of the family for the greater joy of giving to families and particularly children who are destitute. The mother of one such family writes: "In past years Christmas meant the buying and exchanging of gifts between members of the family, almost to the point of saturation; so many gifts met no real need and were indeed superfluous. Ever since we have undertaken to 'give' only to a poor family, with many children, who would have spent a cheerless Christmas, our own Christmases have known a deep peace and happiness, such as we had never experienced before. Now we know, from experience, that it's better to give than to receive."

Another praiseworthy practice, at Christmas, is the donation, by a family who can afford it, of a complete food-hamper for the Christmas dinner of a family which cannot afford it.

And human ingenuity can multiply ways and means "ad infinitum" of giving to others, if the spirit is there. Why not try it this year? The Nativity scenes at the Station entrance or in your Chapel or homes will then take on a deeper and fuller meaning, for your actions will say louder than words that their message has found an echo in your heart.



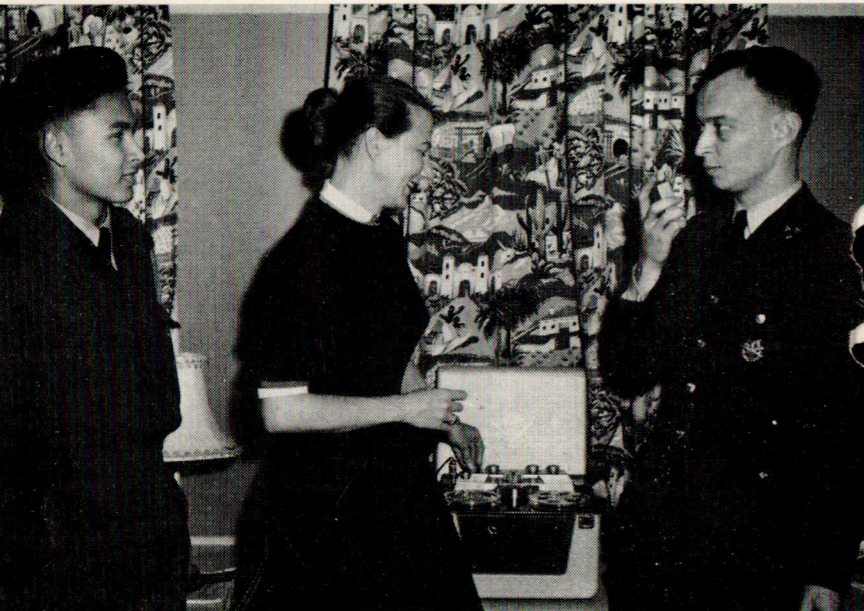
Edited by F/O A. C. BERNIER

Communists Mass Forces in Far East

TOKYO—Communism's ground and air strength in the Far East outnumbers free world forces about two to one. Red China, Soviet Russia and North Korea have massed more than 3,000,000 ground troops on the Asian mainland. They have backed them up with air and submarine forces far bigger than America's. The most important factor is that Russia has helped Communist China streamline its horde of some 4,500,000 loosely-organized Guerrillas into a hard-hitting modern army of 2,000,000 men.

Hanoi May Bar U.S. Staff

HAIPLONG—The Viet Minh Communist party newspaper, "The People," indicated that the seven-man staff of the American consulate at Hanoi will be ordered soon to leave Red-held Northern Viet Nam. The newspaper, published at Hanoi, said the attitude of the United States is "irreconcilable" with permitting the Americans to maintain a consulate in Communist-held territory.



"MERRY XMAS AND A HAPPY NEW YEAR FROM CANADA" . . . Netherlands NATO students, at RCAF Winnipeg, were given the opportunity of recording season's greetings through the sponsorship of the CBC International Service, when their representative Miss Maja Van Steensel, CBC Netherlands Division, arrived at Winnipeg to record each student's greeting to his parents and relatives in the Netherlands. Left to right are Private H. E. Geul from Utrecht, Miss Van Steensel of the CBC and Captain D. P. J. Brill of the Hague.

Soviet Rushing Space Ship

SANTA MONICA, Calif.—The Soviet Union is rushing plans for an inter-planetary space ship, and unless America awakes to the real danger, the West may lose its margin of power, an aircraft company executive claims. "Building of a space ship by the Russians would have a far-reaching effect on the West," said William P. Lear, head of Lear Inc. "We know they're working hard at it, too."

Italian Premier Calls for Ties to Yugoslavia

ROME—"Italy and Yugoslavia," Premier Mario Scelba said, "because of their geographic connection, because of the complimentary nature of the economies, can and must collaborate for safeguarding the peace, for defending their independence and for the prosperity of the two countries. He said that any policy of resentment over the Trieste solution would bring profit to no one and that any incitement to national hatred would be "disastrous."

China to Compensate Britain for Loss of Air Liner

LONDON — The government announced that Red China has agreed to pay \$1,027,000 for shooting down a British air liner off Hainan Island, July 23, with a loss of 10 lives, three of them American. The Chinese said they had taken steps to see that it did not happen again. Nothing was said of any Chinese reaction to United States protests against the killing of the Americans and an attack on a United States navy plane engaged in a hunt for survivors.

Churchill Sees Atom Bomb Test Peril

LONDON—Prime Minister Churchill told the House of Commons that an "undue number" of nuclear explosions might seriously affect the earth's atmosphere for 5,000 years. Sir Winston said: "I am not convinced that cessation wholly or partly of these explosions would be best advanced by our intervention or by my personal intervention at the present time." He noted that several proposals regarding nuclear and atomic weapons are before the United Nations and expressed the view that "it is there that the solution should be sought."



WINNIPEG — The R.C.A.F. at Winnipeg made its final contribution to the Community Chest when Group Captain R. B. Ingalls, DSO, DFC, CD, representing 14 Training Group and Station Winnipeg, presented a cheque for \$1,665.22 to Mr. D. C. Groff, Community Chest Chairman. This brought the total collection from Group and Station to \$3,079.87. Shown above left to right are Mr. Groff, Mr. A. U. Chipman, Deputy Chairman of the Community Chest and G/C Ingalls.

Legion Presses for Conscription

Very Rev. John Anderson of Ottawa, Legion president, presented to Prime Minister St. Laurent and cabinet the Legion's annual brief. It asked for compulsory selective service in the active forces for "a period long enough to train a substantial defence organization, without crippling the economy of the country in the process; and service of those discharged or released from the active forces for a definite period in the reserves." A Legion spokesman said later the length of service in the regular forces and the reserves would be for the generals to decide, but that the Legion had in mind two years in the regulars, five in the militia.

The first graduation of radio officers at RCAF Station, Winnipeg, took place on 19th November. Previously the men of the radio branch of aircrew took their training at RCAF Station, Clinton, Ontario; however, with the formation of the new RCAF three-pronged training programme, aircrew specializing in Navigation, Radio, or Airborne Interception now train here.

Pictured are four of the radio graduates taking a last look at their airborne radio trainer before the graduation ceremony. Left to right they are: F/C R. K. Acton of Lomberg, Sask., F/C H. A. Cameron of Vancouver, F/C L. Landess of New Westminster, B.C., and F/C A. Kostjuk of Dauphin, Man.



New Crown on Service Insignia

Canada will abide by Queen Elizabeth's wish that St. Edward's crown replace the Tudor crown on Royal insignia. But the shift will be a slow process. So far, only the armed forces have been affected by the gradual change as old stocks of badges, buttons and insignia bearing the Tudor crown became exhausted. A complete change-over will take some time, perhaps years, one official said. The Queen at coronation time last year expressed the wish that the Tudor crown be replaced by St. Edward's crown. Actually there is no Tudor crown in existence, only a sign of a crown so-called because it resembles crowns worn by Tudor monarchs.

"Madbird" for Sub Hunters

BURBANK, Calif.—The new tail of the United States navy Neptune aeroplane contains "divining rods" that can spot submarines, Lockheed Aircraft Corp. discloses. The long, pointed tail appeared a few months ago on P-2-V Neptunes. The plane is called the "Madbird," Mad standing for magnetic airborne detector. The Neptune does its aerial detective work by registering disturbances in the earth's magnetic field, Lockheed said.

Nuclear Weapon Tests a Threat

With the United States planning a series of tests of nuclear weapons in Nevada in February, the National Research Council here predicted that unrestricted use of such weapons would constitute a threat to life all over the world. A Research Council scientist set the probable tolerable limit of hydrogen bomb explosions at around 1,900. Dust and by-products from the explosions remain dangerous for about 5,000 years, and eventually drift around the world as "fallout" from high-altitude wind currents. The forthcoming tests in Nevada are expected to register in Canada as prevailing winds from the west drift the radio-active fission products up across the border.

Traces of Old Arctic Trips Found

Remains of a supply cache left in Canada's Arctic wastes for Admiral Robert E. Peary during his 1909 dash to the North Pole have been discovered by a Canada-United States expedition. The Canadian and American explorers also found records left in the north by Admiral Peary in 1906, by a British expedition in 1876, by a Danish expedition in 1920, and by a German expedition which was swallowed up by the Arctic in 1931.

Canada's Contribution to Mutual Aid

Canada's aid to Allies has cost \$1,000,000,000 since 1950. The total does not include the cost of maintaining in Europe the RCAF air division or the 1st Canadian Infantry Brigade group. Together, they cost more than \$650,000,000 a year. Of the \$1,100,000,000, more than \$800,000,000 has gone for military equipment—everything from rifle cartridges to minesweepers—some \$260,000,000 for training 4,080 NATO aircrew in Canada and the remainder for such things as construction of airfields in Europe. Canada has given its European allies 74,656,881 items of military equipment since the start of mutual aid.



"BERNIER BEAUTY"

Jill Adams is the latest candidate for pin-up honours in England. This vivacious London-born blonde is the sweetheart of the Middle East Light Forces of the British Army. The J. Arthur Rank starlet's latest films are "The Young Lovers" and "One Jump Ahead."



C. D. Howe, Canadian Minister of Trade and Commerce; U.S. Defense Secretary Charles E. Wilson, and R. O. Campney, Canadian Defense Minister, left to right, pause for conversation outside the White House, Nov. 16, where they had lunch with President Eisenhower.

In 1891, a scheme to utilize the power of Niagara Falls for generating electricity was publicly ridiculed.

Canadair Announces Sabre VI Production

MONTREAL — Canadair, Ltd., announces the F-86 Sabre VI is now coming off the production line. The Mark VI jet, successor to the Sabre V, now the standard RCAF jet fighter in Europe, is powered with the latest model Orenda engine.

First Phase of Air Defence of Canada

QUEBEC—Canada's air defences are to have secret "gates" in them through which friendly aircraft can pass, Air Marshal C. Roy Slemon, Chief of Air Staff, divulged. Air Marshal Slemon told 800 aviation men and their ladies gathered in the Chateau Frontenac for the annual presentation of the McKee trophy that civil aircraft would "in due course" have to keep to these coded and classified "gates" when they wished to fly across Canada's lines of air defence barriers. The RCAF's chief said: "We now have coming into full operation the first phase of the air defence of Canada."



Flight Lieutenant William B. Moreley, formerly of Winnipeg, has been transferred, from 14 Training Group Headquarters to the new Pre-Flight School at RCAF Station, Centralia, where he is expected to head the Military Studies department.

Flight Lieutenant Moreley has been employed at 14 Training Group for three years as a staff officer in the personnel branch, supervising recreation, drill, canteen and other facilities for servicemen at the Western training stations.

Born in Winnipeg, F/L Moreley attended St. John's College here before joining the Army in 1924.

He served first with the Winnipeg Rifle Regiment until 1931 and then transferred to the PPCLI.

In 1939 he transferred to the RCAF, and has since served on many stations across Canada.

F/L Moreley is married to the former Winnifred Belcher, of St. James, and they have one son, Keith Ross, 10.

Court Orders—Keep Jets Quiet

NORTH BAY—RCAF officials at Canada's largest jet fighter base were surprised when the sheriff walked in and told them to cut out the noise. It happened during sittings of the Ontario Supreme Court conducted by Mr. Justice Moorehouse. The CF-100 fighters were engaged in channel takeoffs at the airport adjoining the city. They were passing about a mile from the courthouse at an altitude of 1,500 feet. After a conference between the judge and an officer, who went to the courthouse, their course was changed.



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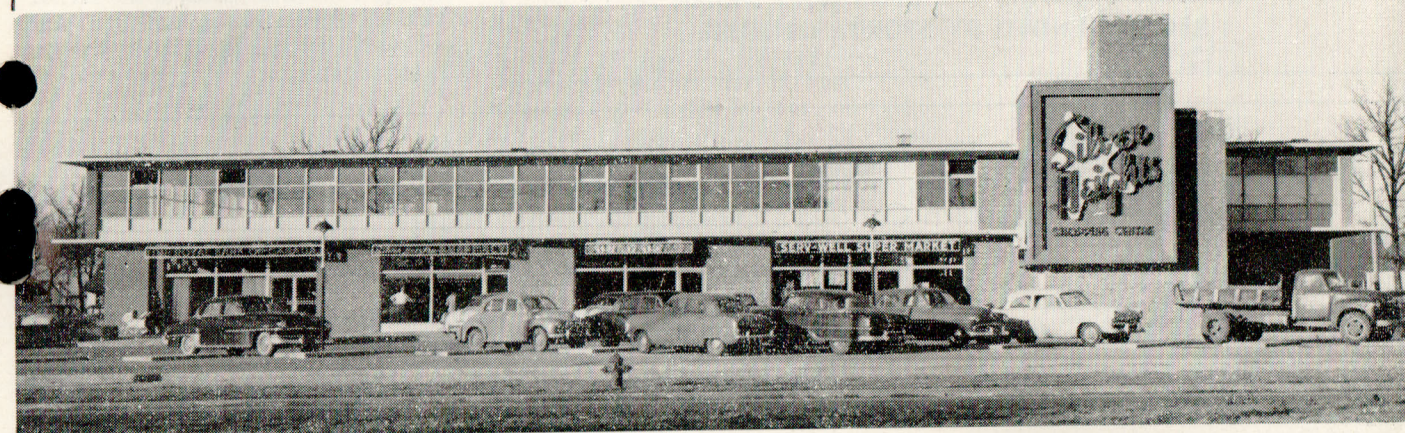
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ST. JAMES CHAMBER OF COMMERCE TOURS STEVENSON FIELD

FORTY-TWO MEMBERS of the St. James Chamber of Commerce, including Mayor T. S. Finlay and Chamber President Alf Thorndyke, visited RCAF Station Winnipeg November 13, and were conducted on a two-hour tour by the station's C.O., Group Captain R. B. Ingalls, DSO, DFC, CD.

The visit was organized so that the Chamber of Commerce members could see, at first hand, the developments that have taken place on the new site, along Whytewold Road, and become more familiar with the training as well as the search and rescue functions of RCAF Station, Winnipeg.

The tour of the RCAF Station followed an inspection of the Department of Transport facilities at the Municipal Airport, and new Department of Transport develop-

ments at Stevenson Field were discussed with the Chamber members by K. J. Robinson, airport manager. One of these developments, a new 7,000-foot runway, presently under construction, was shown to the St. James visitors.

Special interest was shown in the RCAF's huge cantilever type hangar, which the visitors were told by Group Captain Ingalls is not designed for storing large aircraft, but is being built to house all the aircraft servicing and maintenance for the Winnipeg RCAF station.

Group Captain Ingalls went on to say that the Air Force was progressively taking over its own servicing from TCA and MacDonald Bros. It is to be completed during the next six or eight months.

At a short briefing in the new

Ground Instructional School Wing Commander D. R. Walker, officer commanding No. 2 Air Navigation School, told the visitors that RCAF Station Winnipeg is the largest single aircrew training station in Canada. With the arrival of the Central Navigation School for specialist training and the Radio Officer School in September, St. Winnipeg now trains all aircrew trades other than Pilot.

During the briefing, Squadron Leader J. Hudson, Operations officer, gave a rundown on the operation of the Rescue Co-ordination Centre and noted that in the last eight years, to the best of his knowledge, this centre and its rescue teams had never failed in a rescue.

Others in the visiting group were: F. J. Scott, secretary of the St. James Chamber; St. James councillors—Dave Johnston, Bill Carlyle, George Johnson and Graham Wallace; St. James school trustees—Don McNaughton and Morris Thompson; Winnipeg alderman-elect James Cowan; St. James councillor-elect C. O. Lee; and W. Hanks, past president of the Canadian Weekly Newspaper Association.

AIR CADETS PLANNING 1955 TRAINING PROGRAMME

OTTAWA—The national executive committee of the Air Cadet League of Canada under the chairmanship of H. Darroch Macgillivray of St. John's Nfld., conferred with Air Marshal Roy Slemon, chief of air staff, and other RCAF officers. Cadet squadrons have increased to 265, a jump of 20 in the last year, and the meeting studied possible expansion of the league's special activities programme including summer camps at RCAF stations, free flying courses and good-will exchange tours to the United States and Europe.

THE DRIVE-IN MENACE

By ERIC NICOL

From "Twice Over Lightly"

(Courtesy the Ryerson Press)

AS though there weren't enough happening around to keep me jumpy, the paper says we can expect more drive-in banks in Canada.

I suppose that sooner or later they will open a drive-in bank in our district. They needn't hurry on my account. If there's one thing I don't need it's a drive-in bank. I hardly need an ordinary bank. I can always go to the post office to fill my pen.

Frankly, I don't see how a drive-in bank could work. Of course, I didn't see how a drive-in restaurant and drive-in theatre would work either. If I had been around in the 19th century when Paul Muni was inventing pasteurized milk, I would have scoffed at him, too. I never learn.

The truth is the drive-in restaurant and drive-in theatre don't work as far as I am concerned. When somebody slides a tray of food across the front seat of my car at nose level, I get the feeling I am eating under the table, and I usually get the business of turning my lights on and off all balled up. As for the drive-in theatre, I haven't been back since I arrived home from one and found its loud-speaker still hanging inside my window. To me, no drive-in movie is worth having to sneak into the back yard in the middle of the night to bury a loud-speaker.

A drive-in bank would be even more impractical for me, since I have never really mastered either driving or banking. Each is a full-time job for me while I'm at it.

People who try to talk to me while I'm driving, for instance, often have to wait several minutes for an answer if I happen to be waiting for a light to change. Several romances have been nipped in the bud when the young woman beside me has said something tender and I have just sat staring at the ammeter on the dashboard, wondering why the needle was bobbing around like that.

PEOPLE who speak to me in the bank are even less likely to get an answer. I enter the bank with complete confidence that it is about to become the scene for an amusing farce in which I shall play the lead. Sometimes my role is simply that of trying to accept a pen from the teller and getting my hand jammed under the wicket. Or, in a more elaborate production, I may

ERIC NICOL

An ex-member of the RCAF, Eric Nicol was born in Kingston, Ontario, in 1919, and now lives in Vancouver, where he was educated, graduating from the University of British Columbia with the M.A. degree. He won a Graduate Scholarship, the French Government Silver Medal, and a French Government Scholarship, and spent a year in post-graduate study at the Sorbonne. Eric Nicol has been a lecturer in English at U.B.C.; a radio script writer for the B.C. (1950-1951); a free-lance writer for Canadian magazines and the C.B.C. (plays). He is now a columnist with the Vancouver Daily Province, and a free-lance writer. His book "The Roving I" (1950) won the Stephen Leacock Medal for Humour in 1951.

go to the teller I have always gone to, disregarding the fact that she is now the manager's secretary and he doesn't want me hanging around his office. Often I've wished a couple of thugs would come in and hold up the bank, just to create a diversion.

That's how I know that a drive-in bank would flummox me completely. I'd hand the car-hop my money and drive straight into the vault. There'd be broken computers for blocks. No drive-in bank could afford to have me as a customer. They'd cut off my blotters in no time.

To be blunt, I don't see why we need drive-in banks in the first place. Drive-in motels, drive-in restaurants, drive-in movies, drive-in banks—where will it all end? Pretty soon people won't do anything unless they can drive in, and their legs will shrivel up. I've been

driving for only six months, yet only the other day a tailor told me that my legs were shorter than they should be.

As far as I can see (to the end of my nose, on a clear day), the drive-in bank will mostly be a convenience for bank robbers, who won't have to go through that business of backing out to a waiting car, which was tedious at best.

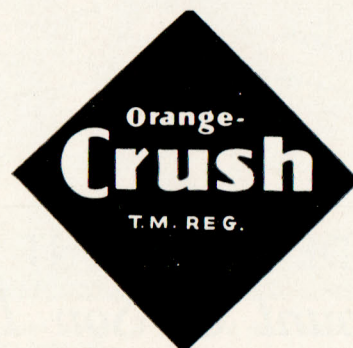
Well, I can only hope that the change-over will not be complete and that there will still be some foot banks for people like me. Otherwise it means keeping my money in my shoe, and the dimes will fall out the hole. Progress, tch.

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THE POWER OF ADVERTISING

By F/O L. W. F. BEASLEIGH

HOW our grandparents managed to keep alive, do a day's work and remain socially acceptable is a mystery to me. The fact that they lived to become grandparents is a monument to their determination. Not for them the food of champions or any one of the 30-odd breakfast foods guaranteed to keep them full of zip throughout the day. When they stepped out of line their fathers slapped the tar out of them; there were no child psychologists.

They had to depend on beef, pork, chicken and fresh garden vegetables for body building. They were denied the advantage of choice canned meats and nourishing canned vegetables. They could not sit down to a meal of pork and beans, secure in the knowledge that every bean was packed with goodness and had been cooked in sauce made from plump, ripe tomatoes. Life was indeed rugged.

Try to imagine the rigors of courtship. It's a wonder grandpaw didn't give up the ghost and remain a bachelor.

After a day in an office that lacked air conditioning, acoustic tile and shadow-free lighting, he would rush home, hurry through a meal of unfortified and non-

processed food and run an awful risk of suffering from heartburn and acid indigestion.

Upstairs, he would wash with soap that was probably only 50% pure, brush his teeth with powder that did not contain chlorophyll, then he would put on shorts with ordinary buttons and a shirt that had not been pre-shrunk.

When he left the house he looked terrible and felt worse. He had a backache and that logy feeling. His gums were bleeding and he had athlete's foot. His skin was blotchy and his hair was dry and stood on end. His coat of course was covered with dandruff. Pretty messy, eh? But that's not all—he smelled like a horse and his collar almost strangled him.

IN this tired, rundown condition grandpaw had to sell grandma on the idea of getting hitched. The fact that she accepted his proposal seems to indicate that in all probability she was just as much a mess as he was.

She too would be suffering. Her skin would look like skin rather than smooth cream, and she would almost certainly have hair on her head instead of shimmering silk. She would not have the subtle advantage of "Pacific Passion" or "Forbidden Orchid" to put him in

the mood to pop the question, and, let's face it, she smelled like a horse, too.

What a setup for a romantic scene! Having greeted grandpaw at the door she would take him into a parlor that would be seriously lacking in colour harmony. To his nervousness the sucker would light a cigarette that hadn't been subjected to a 30-day test, and promptly go into a fit of coughing.

But grandpaw was strong on intestinal fortitude and in spite of his backache, sore gums and listless feeling he managed to propose between fits of coughing, and grandma, bless her, accepted. I don't suppose they even began to realize how wretched they were because advertising hadn't reached its present high standard of efficiency. The poor fools actually thought they were happy. They went ahead and got married and raised kids, who in turn raised us.

Aren't we lucky?



111 C & R FLIGHT

By F/O DICK CRACKNELL

IN the month since the last time of writing there has been no single event of any great importance worth recording. Routine has gone on very much as usual, punctuated by only one search and a few Communications and Transport flights.

An aged gentleman by the name of Thoreston stepped into the bush a few miles from Sioux Lookout, Ont., never to be seen again. The Otter, captained by S/L Nickel and carrying F/O Don Park, Cpl. Dunc Vapni and Sgt. Dawson flew east and joined the search, using the strip at Sioux Lookout as a base. The operation was eventually called off due to fresh snow obliterating all tracks and our crew tried to return, only to be held up first by an unserviceability and when that was rectified, by bad weather. Nevertheless the Otter arrived safely back on the 25th November after five days of extensive searching.

Well as most of you probably know by now, 111 has joined the modern trend towards high speed aviation. Yes, you guessed it, we

now have a T33. We arrived at work one cold and bleak morning to behold its shining beauty on the tarmac and all we needed then was someone to fly it. The following Monday F/O Harold Wannamaker arrived back from Portage la Prairie upon the completion of a three-week jet conversion course and started talking about 'Toronto in three hours.' We were all eager to be off through the Mach but so far we have not had a chance to go any place. Even a T33 will not cope with icing to 17,000 feet apparently, so I guess we will have to repledge our trust in the good old Dakotas.

By the time that you read this we will have made two trips to Summerside; it seems that oysters are in season and we are looking forward to obtaining a few for ourselves as an extra for the coming holidays. I hope they will keep that long.

We forgot to mention in our piece about T33's that F/L Ron Dickson and F/O Grev Fox are at present taking the short conversion course at Station Gimli. We saw

Ron the other day and he seems to be sold on the Silver Star.

We are sorry to hear that we are going to lose F/O Johnny Gordon sometime early in January. John has been posted as an instructor to CJATC Rivers where he will be flying his first love—helicopters. We are sorry to see you go John; don't forget to drop in and see us sometime when you are hovering around.

Well, the festive season is fast approaching and the time has come to lay in stocks of Christmas cheer. Anyone know of any good 'perfume' raffle tickets being sold this year? Our only hope this Christmas is that no one gets himself hopelessly lost over the holidays. Say, I wonder what would happen if the old man with the white beard lost his way? I guess he will file airways, anyway.

That is about all we have to say down at 111, all that is but to wish everyone the best for Christmas and a Happy and Prosperous New Year.

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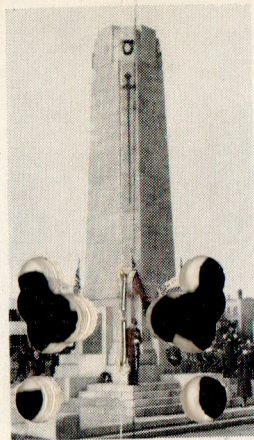
Visit of Air Commodore R. C. Mead, CBE, DFC, AFC, RAF Director of Flying Training.
Left to right: A/C Mead, W/C H. P. Johnston, G/C H. E. Boxer, S/L Robinson, S/L E. Garrett.



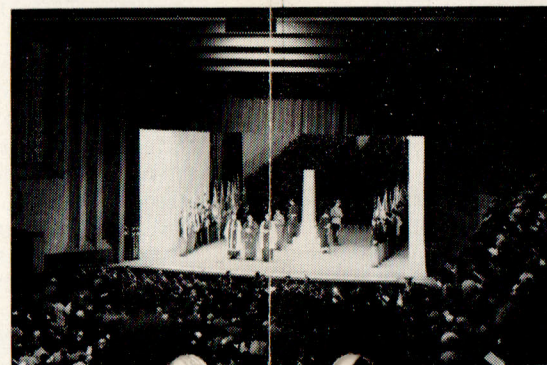
The Air Commodore during an informal discussion with S/L Garrett, F/L Ross Curry, S/L Robinson, and W/C Johnston.



Left to right: W/C Walker, A/C Mead, G/C Boxer, S/L Robinson, S/L Garrett.



REMEMBRANCE DAY
Representatives of the Navy, Army, RCAF, and RCMP stand guard at the Cenotaph.

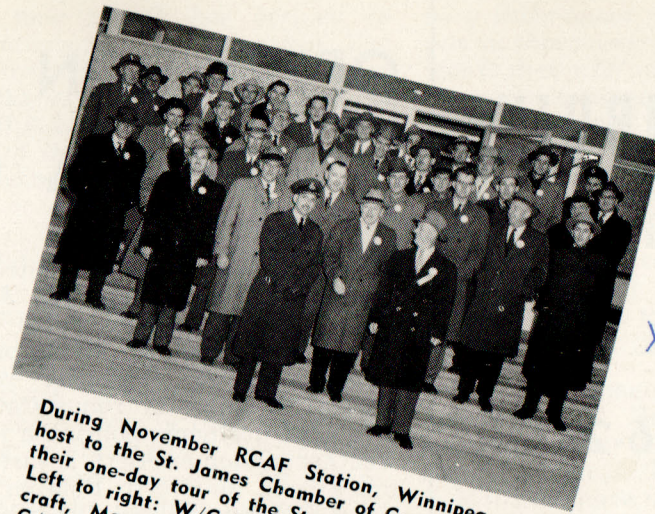


A solemn moment during the Remembrance Day service in the Winnipeg Auditorium.

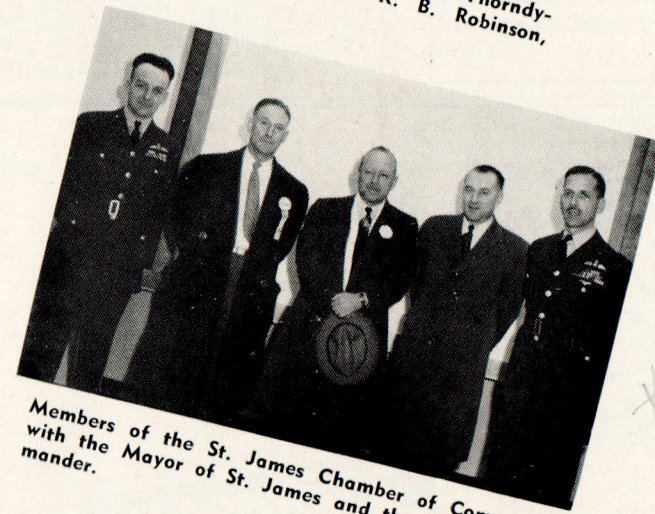
AOC's ANNUAL CONFERENCE



DELEGATES TO THE AOC's ANNUAL CONFERENCE OF COMMANDING OFFICERS FROM TRAINING COMMAND — TRENTON, NOVEMBER 2nd
Front row, left to right: G/C J. J. Jordan, AFC CD; G/C M. Lipton, AFC, CD; G/C R. C. Hawtrey, CD; A. J. G. Bryan, CBE, CD; A/V/M J. G. Kerr, CBE, AFC, CD; A/C W. Brown, G/C G. G. Diamond, AFC; G/C J. G. Stephenson, OBE, CD; A. B. D. Richer, DFC, CD; G/C M. P. Martyn, CD. Second row, left to right: S/L E. P. Sloan; G/C R. A. Gordon, DSO, DFC, CD; G/C G. H. Elms; Major J. L. Lessard, CD; G/C H. C. Ashdown, MBE, CD; G/C A. N. Cameron, AFC, CD; G/C W. B. Hodson, DFC, CD; G/C J. D. Syme, AFC, CD; W/C A. R. Sinclair, CD; W/C R. D. Carter, CD. Rear row, left to right: W/C J. M. Enstone, MBE, CD; S/L F. P. Clarke, AFC, CD; W/C J. R. Beggs, CD; G/C E. H. Evans, CD; G/C J. P. McCarthy, DFC, CD; W/C C. W. Burgess, DFC, CD; G/C R. B. Ingalls, DSO, DFC, CD; G/C J. C. Scott, DSO, CD; and W/C D. O. Shaw.



During November RCAF Station, Winnipeg played host to the St. James Chamber of Commerce, during their one-day tour of the Station.
Left to right: W/C D. R. Walker, Mr. A. Thorndyke, Mayor T. B. Finlay, Mr. K. B. Robinson, G/C R. B. Ingalls.



Members of the St. James Chamber of Commerce, with the Mayor of St. James and the Station Commander.



S/L R. H. Strouts (left), Training Command Flying Control Staff Officer and S/L W. M. French, OC School of Flying Control, Centralia, discussing Flying Control facilities at Winnipeg during their two week tour of the Western provinces.

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OPERATION "SANTA CLAUS"



Operation Santa Claus visited 19 detachments including the Joint Canadian-U.S. weather bases, Canadian weather bases, RCMP posts, Department of Transport radio posts, and an RCN radio station. The most northerly point, the joint weather station at Alert, is just 450 miles from the North Pole on the tip of Ellesmere Island. Other bases visited were Mould Bay, Isaachsen, Eureka, Arctic Bay, Craig Harbour, Alexandra Fiord, Pond Inlet, Clyde River, Resolution Island, Cape Hopes Advance, Nottingham Is-

land, Pangnirtung, Lake Harbour, Cape Dorset, Padloping and the two main bases, Resolute Bay and Frobisher Bay.

Operation "Santa Claus," the RCAF's annual Christmas mail flight to lonely Arctic weather and Government outposts, took off on December 3 and 4.

Two North Star aircraft from 426 Transport Squadron, Montreal, parachuted 11,000 pounds of Christmas mail, parcels, fresh fruit and general cargo to 19 Northern Detachments, nearly all within the Arctic Circle.

A tightly bound Christmas tree complete with non-breakable decorations, a gift from the officers and men of Air Transport Command headquarters in Lachine, was included for each unit. The ATC personnel raised \$65 to ensure a green Christmas for the isolated weatherman, RCMP, and other Government personnel stationed in the Arctic.

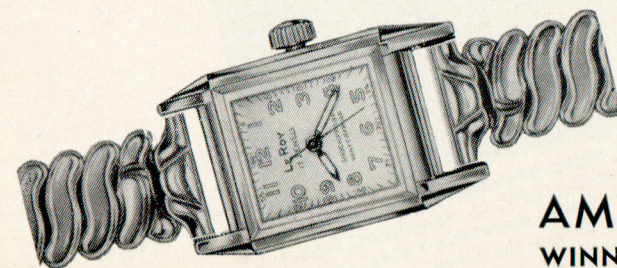
To enable the aircrews to penetrate the total darkness of the Arctic winter, operation Santa Claus coincides with the moon period. In December this year the moon appeared from the 3rd to the 13th with the brightest period approximately December 8.

Preparations for the flights had been going on since early in October. The Department of Trans-

(Continued on page 24)

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BUSINESS—

Trends and Comments

By F/L J. A. GAUTHIER

NOW THAT 1954 is drawing to a close, we wonder what kind of year it really has been—boom, bust, or neither.

One type of yardstick that can be used is our national production for the year. This year of 1954 has been the first year since the war that our production has been less than the previous year, about 2% less. This is no cause for alarm as Canada has been growing by tremendous strides and this is only a pause for consolidation and a look to the future. The possibilities of this country are as unlimited and exciting as Edmonton's 26-25 win over that other team.

Between 1951 and 1956 Canada's population is expected to increase by two million people; take Montreal and Toronto together and imagine the business that is conducted in those cities, and it will give you some idea of the new increased production that will be needed to satisfy a 15% gain in the population.

This past year was a good year for business—the levelling off was due to the prairie farmer not being able to unload as much grain as he expected. It looks as though the ball is beginning to roll again, as wheat sales rise and strikes, such as the 80-day Massey-Harris walk-out, are settled. As long as the hand that rocks the cradle keeps her cradle (or two) working, we have a bright future. The key to prosperity is a continually increasing population.

A new switch has arrived in subsidiary-parent relationship. The Waterman Pen Co. of Montreal has bought out its parent company in the U.S.A. and has also gained control of the British Commonwealth operations.

* * *

There is good news for new car buyers in the far west. General Motors has announced a \$100 cut in prices in regard to the transportation of autos from Oshawa to the coast. What has happened is that the dealers in the east will be charging about \$18 a car more to make up the \$100 drop. Of course, some of the eastern dealers have squawked, but not very loud.

* * *

There has been plenty of talk about a Trans-Canada highway but

very little about railway construction in this country. The surprising fact is that 1,197 new miles of track are under construction or have just been completed. Some of the longer stretches of the iron ribbon are in the Chibougami mining area of Quebec, 290 miles; the Knob Lake area, 360 miles; and the Sherritt-Gordon Mine in Manitoba, 155 miles. Shades of Van Horne!

* * *

The Department of Transport, Meteorological Branch, now has competition in the weather forecasting business. Two young chaps in Montreal have set themselves up for short range and long range predictions for the use of Canadian businessmen. A surprising number of concerns have need of this information.

Successful Saving

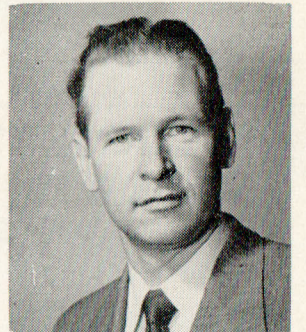
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YOUR
Christmas
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Contribution
is
Important!



OPERATION "SANTA CLAUS"

(Continued from page 22)

port organized the delivery of mail from the next-of-kin and ensured it reached Dorval in time for packing, while the aircrew made practice air-drops at RCAF Station St. Johns, P.Q. Limited landing facilities in the rugged terrain of the Arctic necessitates dropping supplies during the winter months. Even so, the aircraft had a tricky navigational problem in locating the tiny settlements and then descending over the surrounding hills to the 500-foot dropping height. Only under a full moon and with light surface winds can successful parachute drops be made.

Lights were tied to the dropping bundles to enable those on the ground to follow the baskets as they left the aircraft. If the bundles are not dropped accurately they may fall into heavy snow drifts and be lost to the searching detachments.

CINEMA

December 18
APACHE WAR SMOKE (G)
Gilbert Roland Glenda Farrell

December 19
BETRAYED (A)
Lana Turner Clark Gable

December 20
ON THE WATERFRONT (A)
Marlon Brando Eva Marie Saint

December 21
SEVEN DAYS TO NOON (G)
Barry Jones Olive Sloane

December 22
OUTCAST OF POKER FLAT (G)
Dale Robertson Anne Baxter

December 23
QUEEN OF SHEBA (G)
Leonora Ruffo Gina Cervia

December 25
CHARGE AT FEATHER RIVER (G)
Guy Madison Frank Lovejoy

December 26
MEN OF THE FIGHTING LADY (G)
Van Johnson Walter Pidgeon

December 27
GORILLA AT LARGE (A)
Cameron Mitchell Ann Bancroft

December 28
DUEL IN THE JUNGLE (G)
Jeanne Craine Dana Andrews

December 29
SHADOW IN THE SKY (G)
James Whitmore Nancy Davis

December 30
TORPEDO ALLEY (G)
Mark Stevens Dorothy Malone

Show Times:

Sundays: 6.30 and 8.45
Monday to Thursday: 7.30
Friday: 7.00

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Voxair Vixen

Pert Pamela Barker, of Winnipeg, is voted the girl we'd most like to have at our Christmas party.

Pamela is 18 years old, has dark hair and blue eyes, and is usually to be found in the cosmetics department of the Hudson's Bay Company—dimples and all!

(Photo by LAC J. B. Smith)

\$\$\$ ——— \$\$\$

"Voxair" will pay \$10.00 for any photograph posed by a non-professional model which the committee considers a suitable "Voxair Vixen." Entries are acceptable from all NATO countries and unsuitable material will be returned if accompanied by return postage.

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DAILY HOME DELIVERY

WD's Report

By CPL. BONNIE WADE

ONCE AGAIN we are approaching the most important holiday season of the year—the season when our thoughts and deeds are more devoted to others than to ourselves. Even the modern Scrooge cannot shut himself out from the reminders of the Festive Season—reminders like Christmas trees, sprigs of holly and mistletoe, colorful lights and decorations, the happy and expectant expressions on little faces—yes, and on the faces of grown-ups too—because even though we are prone to frown when we think of the expenses involved, deep down inside each and everyone of us experiences a feeling which cannot be too easily described. In this year 1954 let us recapture that thrill we all knew as children and enjoy a real old-fashioned Christmas.

All around us we see preparations being made and plans materializing. For most of us in the RCAF, the foremost thought in mind is how we can arrange, scrounge or beg some leave and spend another Christmas at home.

In keeping with custom, the airwomen at Winnipeg are again planning a Christmas party similar

to that of last year. The newly-formed Entertainment Committee, under the capable hand of Jean Roske, is planning what should prove to be a pleasant and successful occasion. What say we have 100 percent co-operation with a resultant 100 percent of fun for all.

Undoubtedly, BB9 will present a quiet atmosphere during the holidays; however, it is hoped that the unfortunate people who won't be on leave will find a way to spend a happy holiday.

Most people associate love with spring, but looking back over the calendar exactly a year we remember a vast number of engagement rings being displayed shortly after December 25. For obvious reasons, it is expected this year will present a repeat performance—no predictions are made regarding the individuals concerned, but all bets will be accepted by your writer.

Remember a warning in the last issue re a Sadie Hawkins Dance—well, same was held and proved very successful in spite of the fact that the true tradition of "Sadie" was not adhered to. Location of the party was in the Lounge on the east side of the WD's Mess, with orchestra (minus piano), plus added luxury—the fireplace; beautiful smoke, wasn't it??? The planning committee, as well as the girls present at the party, wish to thank the messing staff for their co-operation and assistance not only in preparing and serving the food but for all the extras they provided.

In closing, another word of welcome to the most recent members who have come to live with us, and let's see you people around the Lounge more often in future.

Merry Christmas everyone!

FROM THE

OBSERVATION POST

by 'Scoop and Droop'

QUESTION OF THE WEEK:
Our new road is certainly a wonderful addition to the Station, but when are those speedsters going to realize that it is not the Indianapolis speedway?

Well, here we are again; only this time in a Christmassy mood: this being the Christmas and last issue of '54. So bear with us as we once again present to you some of the goings on of the month. Before we do, however, we would like to express our appreciation for the interest that some of our readers have taken in the column, and we can assure you that '55 will be even better.

SAD NEWS FROM "SCOOP"

Unfortunately, we are losing "Droop" to civilian street, so we wish LAC Bill Squires the very best in his new career, wherever or whatever it may be. We feel quite confident that he will make a go of it, as he has done on Station Winnipeg. Have we any volunteers for the position of "Droop"?

The snow that has been hankering around Winnipeg during the past weeks is creating a lot more of the old Christmas feeling. With Christmas near at hand, it seems that we have more snow now than we have had in the past few years. Incidentally, someone should start a bobsled party—to take advantage of all the hills and slopes in Manitoba!!

Just a reminder right about here: about the Station "Variety" show being presented sometime around the latter part of this month—at least that is the rumor. . . . They really have quite a lineup of acts, kits, etc., to present, including dancers, singers, comedians, and, who knows, maybe even pantomimers!

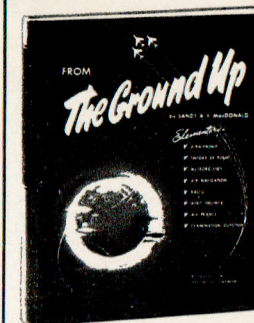
The annual semi-formal held on the 19th of November in the Airmen's Club proved to be quite the

enjoyable evening, with low lights and soft music the order of the evening. . . . Bully for the lads in the dinner jackets.

Talking about all that snow reminds us that we elected a Barracks Committee to organize sports, sleigh rides, games, etc., round the barracks. . . . Now the question is: When are they going to start?

Has anyone noticed anything new in the Station snack bars lately? Thanks, ladies. Those Christmas decorations certainly add to the atmosphere around this time of year.

Now, until we meet again, "Scoop and Droop" would like to extend to everyone A MERRY CHRISTMAS and a VERY PROSPEROUS NEW YEAR.



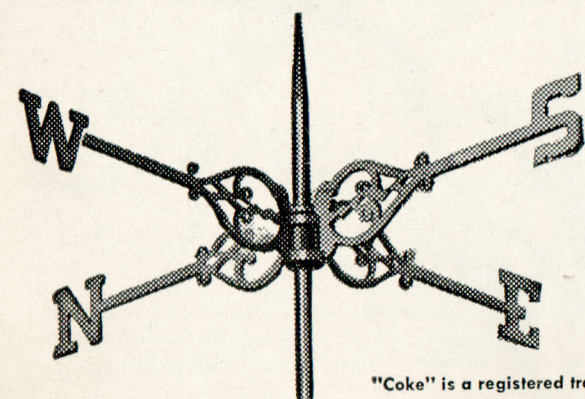
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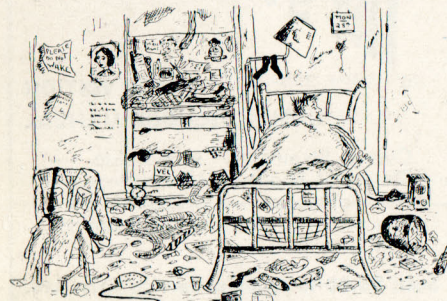
5402 (LR) REVIEW

VOL. 1, NO. 1 (The only one)

By kind permission of Voxair

FINANCIAL WORRY DEFEATS SPACEMEN

On Wednesday 30th June, a noble attempt, conceived by a safety conscious F/O, and ably led by Hamish McColam, was made to reach the moon in a rocketship made of Chesterfields, CAP 90s, and a grand piano. Unfortunately, cost proved to be \$200 for five minutes, and the attempt was abandoned as being too costly.



THIS IS THE KINGDOM OF HEAVEN.

BURROWS – TURKITCH NUPTIALS

BEST MAN MANGLES UKRAINIAN

On 13th November at 5.00 p.m., C. E. Burrows was married to Miss Mary Turkitch at Selkirk. At 2.00 p.m. that afternoon, a heavily armoured column of APO's set off for the reception.

Hospitalities broke out early with a speech in mangled Ukrainian by the best man, resulting in his being presented with a beautiful potted plant. (Tr/Vel 200/40)

The first serious casualty was Wing Commander Binky Wells, who, while closely examining a wash basin, was hit on the back of the head by the floor.

One of the hardest hit victims was Snowy White, who discovered that the wall he was propping up was an outside one—temperature—10 degrees.

Claude, our beloved primary course director, passed gently into another world about midnight. This event marked the end of the evening.

We wish Eric and Mary all the best,

and hope their married life is as happy as their wedding. Good luck in England, Mary.

STEAM-DRIVEN EXPEDITOR ON FIRST FLIGHT

An airman told me before he died,
And I've no reason to believe he lied,
That the Mk 1 Beechcraft never flew,
And ANS weren't satisfied.

So they built them a 'plane of shining steel
With three different sizes of landing wheel,
Two props of steel made the motors scream,
And the whole ruddy issue was driven by steam.

Round and round went the star-board wheel,
Up and down went the plane of steel,
Until at last the ANS cried,
"Enough, enough, the Beechcraft fled."

And now we come to the sorry bit,
There was no way of landing it;
It crashed on the ground with a sickening thud
And the whole ruddy issue was covered in mud. (Man, Gummo)

(*Poetic licence—Ed.)

AUCTION SALE

On Friday 10th December at 1900 hours, a sale of used girl friends will be held in the bar of the Flight Cadets' Mess. Amazing used girl bargains. Operation Offwego!

- 1953 Model blond — Regular: 4 ryes. Sales: 3 beers.
- 1954 Streamlined Model — Regular: 9 beers, Sale: 6 beers. V.fast, low consumption (2 hrs. to the gin).
- 1954 De Blotto—Regular: 6 ryes. Sale: 2 beers. AS NEW! Owner selling due to sudden deportation.
- 1947 Main Street Special—Sale: 1 coke.

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Auctioneers.



Back Row, left to right: F/O M. Ouellette, A/P/O's Kingston, Bullock, Carter F/O's Hadlington, Sharman, F/C Farmer, A/P/O Humpston.
Front row, left to right: A/P/O Courtman, F/C's Hutchins, Diotte, A/P/O Burrows, F/O Pascoe, F/C Ducie, A/P/O White.

MILLS WINS TUG-O-WAR



Top row, left to right: F/O K. O. C. Mills, A/P/O Harrington, F/C London, A/P/O Lee, A/P/O Colam, F/C Lisgo, F/C Lahey, A/P/O Griffiths, F/C Abrahamsen, A/P/O Parsons.
Bottom row, left to right: A/P/O Monteith, A/P/O Singh, A/P/O Wells, A/P/O Evans, A/P/O Heaver, A/P/O Sheehan, A/P/O Jones.

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	Depart.	Arrive	Old Site.	New Site.
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2. New GIS	0504	0512*		
3. No. 2, 3, 4 Hangars	0720	0750†		
4. LR School	0810	0840		
5. Eatons	0940	0948		
6. Royal Alex.	0942	0950		
7. The Paddock	0944	0952		
8. TCA Control Tower	1232	1302@		
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- # Movie mover.
- † Rush hour Deluxe.
- £ Tea trolley.
- § Late night final.

All times subject to sudden revision. Buses will run late during periods of inclement weather, and not at all in snow. Please don't feed the drivers.

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WANTED

WANTED—Air marks. No reasonable offer refused.—Basil.

The men (?) whose pictures you see, are believed to be human. If you see them, flee.

Monteith: Illegal distributor of Red Herrings in all lectures.

Burrows: For opening his mouth once too often. He's married now.

Courtman: Excessive pit hours.

Heaver: Trying to break the B.R.M.—Portage Avenue record in a '33 Chrysler. \$15 and costs.

Griffiths: For condensing three-hour lectures into 5 minutes and breaking Sir's heart.

Harrington: For disillusioning Sir. Hutchinson: For unlicensed operation of a blind date bureau.

Colam: For spending 35c in one mad fling.

Lahey: For startling the Met. man by waking before the end of the lecture.

Many other crimes have been attributed to this course, mainly too terrible to mention.

VISIT THE STATION GIFT SHOP Bargains In Christmas Decorations

The "O.T." assortment. Each \$1 box contains 1 red, 1 white, and 1 gold lanyard; 2 red tabs, 1 green tab, 1 white caplash, and 1 white capband.

RADIO OFFICERS GRADUATING CLASS 5401



Back row, left to right: F/C's Kostiuk, Acton, Landess, Wicks, Sinden and Curts.
Front row, left to right: F/C Campbell, F/O's Kupkee, Tammela and Donovan (Instructors), F/C Cameron.

On November 19, 1954, after a very smart graduation ceremony, Class 5401 received their wings from Lieut.-Col. J. E. Van Iterson, Netherlands Air Attache, Ottawa. Among this group were eight members of the Radio Officer branch, who would soon be proceeding to training units in Maritime and Air Transport Commands. This is noteworthy because these men represent the first group of radio trainees to graduate from RCAF Winnipeg since the radio school moved here from Clinton, Ont., in the early part of September this year.

Radio Officers are still training under the old syllabus, and will continue to do so up to Class 5408, which is expected to graduate April 22, 1955. By then the first intake under the new training program will have progressed through the applied school and be due to graduate three weeks later.

The RO applied school is located in the south side, on the main floor of the old GIS building, and its Chief Instructor is S/L "Doug" Pearce. Here the cadets will train for a further 18 weeks after completing their basic training, graduating every three weeks in conjunction with LR Navigation and AI courses.

RADIO OFFICERS GRADUATING CLASS 5402

The wind blew and the snow flew,
And you couldn't see for a mile or two,
When out of the dawn so cold and gray
Comes a familiar voice and we hear it say,

"Let's go '02, no lagging allowed,
We're an R/O course and we should be proud
To work and pray all the live-long day,
Our wings will be our pay."

With eyes half-shut and mind in cloud
Comes Rene Deschamps, the lad who's proud
To be a French-Canadian, who can speak

English, French, and excellent Greek.
A sage is he, a clever guy,
But oftentimes, he says with a sigh,
I can't explain just why,
But "I want to die."

Then we have Pete,
But you'd never know,
His name is Peter, but we've changed it so,
Finnister, Brannigan, Bunny, or Buck,
It's all the same, that's Ferrigan's luck.
The luckiest man in the world today,
Things always go Ferrigan's way.

And then comes Ray
With initials in train
JJJRR, what's that again?
"My name is Girard from Rimouski,
Quebec,



Left to Right: F/C's Champagne, Girard, Ferrigan, Deschamps.

And I'll make this course with credit,
by heck,
And when I'm finished you will see
Me shaking the hand of Duplessis.

And last there's a fellow
With the name of Champagne,
Who hails from Ottawa,
He'll be there again.
He'll walk down the street of the capital fair,
and his smile will show he's proud to be there.

We'll all wear our wings, and with them a smile,
proud young Canadians, happy the while.
To give to our country the best that we can
For Freedom, prosperity and peace in our land.

5402 (AI)

F/L Hoult

Favorite Pastime: Telling war stories.
Favorite Expression: "I have a contact of my radar scope 45 port, dead ahead, 8,000. Starboard hard as possible."
Probable Destination: Saw-Mill Bay.

F/L Desjardines

Appearance: Sleepy.
Favorite Expression: "Drop everything, skipper."
Biggest Worry: How to get out of a CF-100.

F/O Cheverie

Favorite Expression: "She was a queen."
Hobby: Skiing.
Ambition: To own a harem.
Probable Destination: Met instructor.

F/O Norton

Appearance: Hollywood Jet-Jockey.
Ambition: To get an intelligent answer.
Favorite Expression: "This is the way I see it."
Probable Destination: Bartender at the Assiniboine.

F/O Sheffield

Favorite Expression: "Was that a target, skipper?"
Hobby: Being a nice guy.
Pastime: Bragging about the Maritimes.
Probable Destination: Cold Lake.

GRADUATING CLASS 5402 (AI)



Standing, left to right: F/O Sheffield, F/C's Branstrom and Clark, F/O Cheverie, F/L's Carr (Course Director) and Hoult, F/C's Vonk and Carter, F/O Norton.
Kneeling, left to right: F/C Maritz, Lt. Overbeek Bloem, F/O Bochonko, F/C Dumont.

F/C Maritz

Nickname: "Steve."
Favorite Expression: "Holy . . . !! (unprintable)."
Hobby: What about wimmin?
Probable Destination: Harem holder in South Africa.
Appearance: Casanova.

F/C Clark

Favorite Expression: "What time is it?"
Hobby: Sleeping his head off.
Probable Destination: Mattress tender at Restmore.
Nickname: "Chuck."

F/C Dumond

Appearance: Shiny (sometimes).

Favorite Expression: "How's the gain setting, sir?"
Hobby: Fiddling around with the hand control.
Probable Destination: CF-100's without hand controls.
Nickname: "Don."

F/C Carter

Favorite Expression: "Buster."
Hobby: To win a beer-drinking contest without the encumbrance of his teeth.
Weakness: Beer.
Occupation: Drinking it.
Appearance: Most likely on stag parties.

(Continued on page 35)

Season's Greetings to R.C.A.F. Personnel Everywhere
from

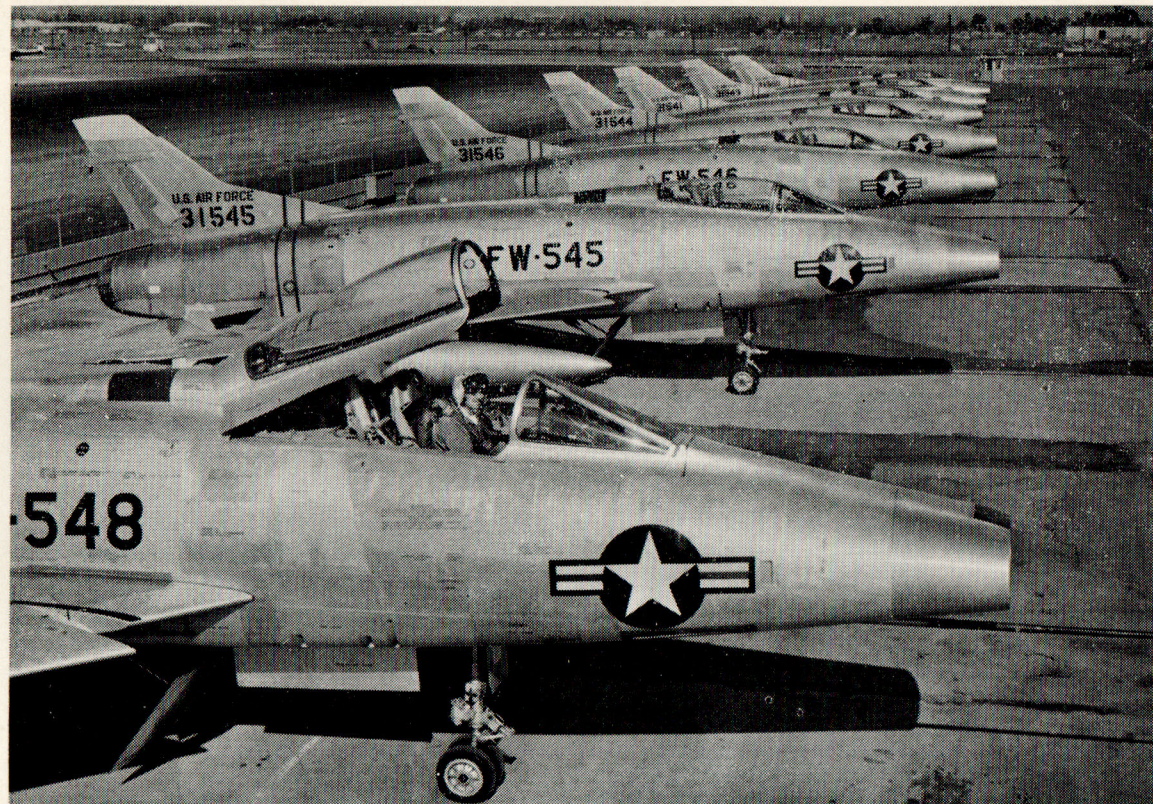


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Manager



These F-100A Super Sabres lined up prior to delivery to the USAF make a heartening sight. A new \$100 million order for this supersonic fighter has just been placed with North American Aviation's Columbus plant.

YET ANOTHER "SUPER CONNIE"

Yet another version of the ubiquitous Lockheed "Super Constellation" has been announced. It is a longer version of the "Flying Radar Station," with increased fuel tankage, which will enable it to remain airborne for well over a day. The new aircraft, designated RC-121D, and under construction for the USAF, has slightly better radar equipment than the previous models.

Examples of the type are already entering service with the 4701st Early Warning squadron, USAF, and are expected to enter the service of other squadrons in the near future.

* * *

WATER TANK TESTS FOR CIVIL AIRCRAFT

As a result of the Comet disasters, the large water-filled testing-tank which was used to test Comets to destruction is to be used to test the Britannia and the Fokker "Friendship." This is stated to be just a precautionary measure, and it seems likely that it will be adopted as a standard test, even though it does prove to be rather an expensive one.

The "Friendship," a medium transport, powered by two Rolls-Royce "Dart" turboprops, is intended as a Dakota replacement, and is expected to fly in the near future. Various European firms are building what they hope will prove a suitable replacement for the well-tried but obsolete DC3. Amongst the firms competing for a very large potential market are Handley-Page, Scottish Aviation (who have their machine flying), Aviation Traders and Fokker. But as yet there is no news of any American company entering the field.

* * *

PROPOSED ANGLO-AMERICAN AIRLINER

B.O.A.C. have shown interest in a proposed combination of the Douglas DC7 fitted with Rolls-Royce turboprop engines, and they seem quite justified in so doing. For should the final report on the Comet crashes result in the grounding of the Comet 111, which seems highly unlikely, the Corporation would be left with just the Britannia, which has yet to prove itself in service. In any case it seems very likely that the Corporation will have to compete with other companies using the modified DC7.

NAPIER'S NEW FLYING TEST-BED

The Napier Aircraft Engine Company have taken delivery of a Convair Model 340 for use as a "Flying Test Bed" for their new Eland turboprop engines, which develop 3,000 hp. and, fully cowled, have a diameter of only 36 inches. Napier intend to use the machine as a demonstration aircraft as well as an experimental one, and Convairs ultimately intend to fit Elands as standard equipment.

The Eland is still being developed, and a newer refined version is reported to be giving 4,000 hp.

* * *

UNDERWATER PILOT EJECTION

The Royal Navy is experimenting with underwater pilot ejection. Several lives have been lost recently when carrier based aircraft have crashed into the sea, and sunk immediately. A new canopy ejection has been developed, and has proved successful up to depths over ten feet, with a total pressure on the canopy of over three tons. Previously, when pilots tried to eject themselves whilst under water, it was found that the canopy could not be blown off, with the result that the canopy ejection de-

TECHNICAL NEWS

Edited by

A/P/O K. W. SINDEN

vice exploded, and if this did not kill the pilot he had the choice of being drowned or ejecting himself through the canopy!

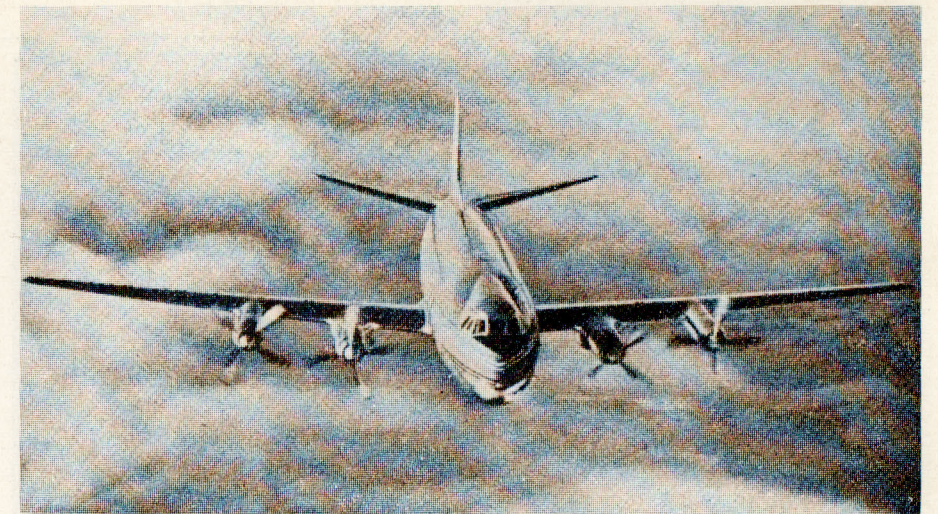
NEWS OF THE VISCOUNT

The Vickers Viscount has been hitting the headlines again recently. The first of the machines to be delivered to Trans-Australia Airlines crashed whilst on a training flight and the aircraft was a total wreck. Three pilots undergoing training were killed when the aircraft making a routine three-engine take-off spun into a tree. However, the mishap has not shaken the confidence of either the designers or the operators of the Viscount, and it is expected that T.A.A. will take delivery of the rest of their machines as previously arranged.

The hold-up in the delivery of Viscounts to T.C.A. is apparently due to the fact that the aircraft concerned are being fitted with a modified fuel system. However, it is stated that the delay will not affect later aircraft, and by the time this article appears in print the first of T.C.A.'s machines will have been delivered.

The first Viscount for Capitol Airlines is now in an advanced stage of construction, and Vickers are setting up a special spares distribution organization to deal with the maintenance of Capitol Air Lines machines.

Other good news is that at long last a satisfactory agreement has been reached between the American and British authorities responsible for granting Certificates of Airworthiness.



The first Viscount for T.C.A. was undergoing acceptance trials when this rather unusual picture of it was taken. It has now been delivered via Keflavik, Blauie West and Goose Bay, and should be a regular visitor to Winnipeg, since the Vickers engineers responsible for maintaining it are based at Winnipeg.

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THE GRADUATES

No. 3 WING GRADUATION PARADE

THE annual wings parade was held in the drill hall at Station Winnipeg on November 25, 1954, at 8 p.m. The parade commander was Wing Commander T. F. Cooper, O.B.E., and Air Commodore J. Bryans was the reviewing officer.

In addition to the parents and friends of the cadets, RCAF liaison officers attended the ceremony, in which the 12 cadets were presented with Wings by their mothers.

F/Sgt. R. J. Chalmers received a bonus certificate, presented by the Winnipeg Flying Club, for being the top cadet on the scholarship course.

Air Commodore Bryans gave an address, following which the parade marched past the saluting base to the accompaniment of music of the Wing's Band.

The Wing was alert and smart and exhibited a show of good discipline. Television films were taken and will probably be shown to the public at a later date.



Left to right: Air Commodore Bryans, Mr. McPherson, Wing Commander Cooper and Flight-Sergeant Chalmers.

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COVER STORY

The pretty 'Santa Claus' creeping away from the door of the Voxair office is Joyce Nightingale of CNS Publications.

The admonitory finger? This considerate young lady doesn't wish the sleeping occupants to be disturbed!



JINGLE BELLS

We love to hear children singing the old Christmas songs. Of course, most of them will never go "dashing through the snow in a one horse open sleigh." That's obsolete. We can help make tuberculosis obsolete. We can support the fight to keep TB away from the lives of these children.

Buy and Use Christmas Seals

5402 (AI)

(Continued from page 31)

F/C Vonk

Nickname: "Vonky!"
Favorite Expression: "Yes, I see, sir."
Hobby: Raising the course average on ground marks.
Probable Destination: G.C.I. station somewhere in Hollnad.

F/C Branstrom

Appearance: The "silentific" man.
Favorite Expression: "Target is ooh!!! Hard port!!!"
Probable Destination: Psssst.

2nd/Lt. Overbeek Bloem

Appearance: Cowboy.
Favorite Expression: "Hey, wait a minute, I don't see it"
Ambition: To become a wheel.
Probable Destination: A sergeant?

F/O Bochko

(Alias "the perpetual flight cadet.")
Hobby: Grilling the instructor.
Probable Destination: Back to C119's.

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AUTOMOBILES

(Continued from page 9)

some enormous rear lights. Inspect the red Christmas trees on each of the Chrysler's fenders! A monotonous regularity in shape.

WINDSHIELD—Wrap Round—Again only Studebaker have refrained from adopting this seemingly necessary development. Personally, I think the blind spot is worse in the new position. Some models even display ornate built-in sun visors—chromium, of course.

INTERIORS—The majority are tasteful, show admirable variety and are nicely finished, unfortunately though sometimes marred by cheap fittings, which seem to exist in the same form right throughout the price range. I shudder at the thought of the interiors of the GM coupe models, suggestive of a chromium nightmare come to life! The Dodge and Plymouth have an excellent speedometer (if accurate)—far more functional than that on their expensive brother.

OUTSIDE FINISH—Though the early show cars were appallingly sloppy in this respect, the current production cars are all excellent (all two coats of it!). Even the

chromium on some shows improvement over last year's cars.

ACCESSORIES—Most ingenious handles on the new Chrysler doors. Buick's variable pitch stator blades are a healthy sign that engineering is making some headway despite the sales department. The majority of makes now offer electrical windshield wipers. The 6 volt and the 12 volt systems still have their individual champions. Surprisingly enough, the Chrysler products, in this great year of change, still use 6 volt. Tubeless tires seem to be universal, which might get rid of the spare in years to come. Several makes now offer air conditioning at more reasonable prices. Of course power-operated facilities are now available on every model.

Lincoln now sport 'one-shot' automatic lubrication to all except two grease points, a great boon to the motorist. Originally this was a Daimler invention of the twenties.

ENGINES—The V-8 is now universal. The horse-power race has got completely out of hand and is rapidly creeping up to 300, an unnecessary condition if ever there were one. Nevertheless, all the V-8's have neat installations. Oil

filters are now standard on some cars, and about time too. Generally the engine's durability properties have been increased by good engineering.

CHASSIS AND SUSPENSION—All cars will display better road holding, especially Chevrolet and Pontiac (same car), which have a ball end front suspension and re-designed chassis; give a few of us a better chance of living. Easier steering—better brakes (thank goodness). Buick display a four-coil suspension.

All of the cars I saw exhibited the same standard of workmanship which is good if you don't know any better. However, as a fan of the word I must admit that much more is being offered for the money this year than last. All cars show improvements which are worthwhile and useful to the owner. The best values lie in the low-price ranges and decrease the higher you go. Starting prices for a VERY bare cars are as follows:

Chevrolet \$2,227
Plymouth \$2,339
Studebaker \$2,295

Well, Happy Christmas!

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CLUES

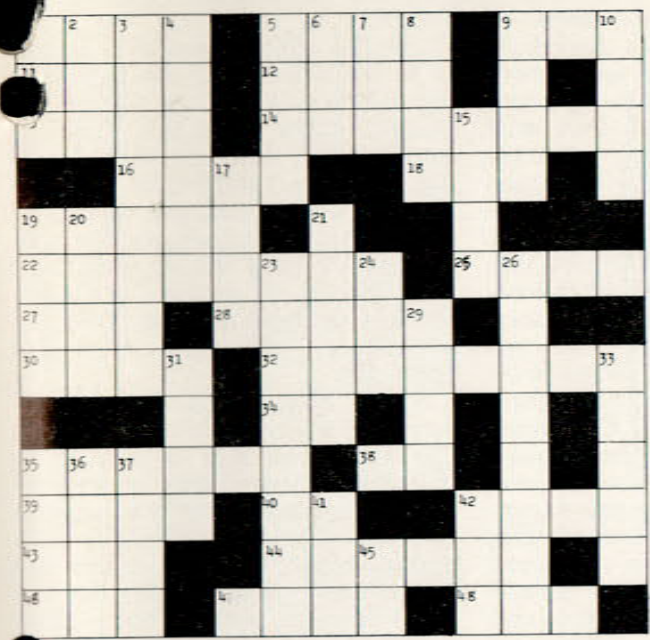
DOWN

ACROSS

1. Edge.
2. Exist.
3. Girl's name.
4. Comes in.
5. Verse.
6. Have.
7. Long slender support.
8. Burden.
9. Malleable.
10. Animal frame.
15. All one's years.
17. Moat without water.
19. Imitates.
20. Stay.
21. Lonely Days!
23. Name.
24. Colour for Communist.
26. Cheerful readiness.
29. Dreadful.
31. Instrument.
33. Ground.
35. Knife.
36. Another tune.
37. Lake.
41. Digit, but not to hand!
42. Gave food.
45. At home.

1. Rumour.
5. Game on horseback.
9. Weep.
11. Fetter.
12. Boy's name.
13. Saucy.
14. Swallowed up.
16. Mare, for a package of paper?
18. Situate, but not with what you've eaten.
19. Aside.
22. Open sir! is what most of this fellow might say.
25. What this crossword is!
27. One age.
28. No longer there . . .
30. . . . and quickly too!
32. Time and date for considering thoughtfully.
34. Not out.
35. Heavenly body.
38. Exist.
39. Market for riding in?
40. Present.
42. Clenched hand.
43. Tune.
44. To let? Then I must be there.
46. Prohibit.
47. Lamentation.
48. Stain.

(Answers on Page 40)



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CHRISTMAS IN HOLLAND

By J. VAN LONDEN



TO most NATO students Christmas will be one of the highlights of their stay in Canada. It will be the most difficult time, however, for more than ever will they realize how far they are from home, and home is certainly the best place to spend Christmas. For in Europe, and particularly in Holland, Christmas is a celebration for the intimate family circle. During these two days the family unites to celebrate this holy event with the proper respect.

The biggest difference between the North American celebration and the Dutch Christmas is Santa Claus. Actually Santa Claus is comparable with our Saint Nicholas whose birthday is celebrated on the 6th of December with lots of presents for the children. The presents at Christmas are usually of minor importance. Nothing is done then to distract the proper attention

from the celebration of the birth of Jesus Christ. The most important time on the two days of Christmas is dusk. When dusk falls no lights are turned on and everyone waits in the darkening room for the moment when Dad will light the candles on the colourful and richly decorated Christmas tree and at strategic points in the room. Everyone is silent until just before the candles are lit. At this point Dad says a prayer after having read from the Bible the story of Jesus's birth. When all the candles are lit the room is filled with a warm yellow glow which reflects from the clear-coloured Christmas tree decorations and the pruned mistletoe branches to create a certain air of sociability and happiness. Everyone sings carols at this time. When the candles are burnt out the electric lights are turned on, driving most of this nice and

homey atmosphere away. Coo-tails are now served, after which everyone is ready for the great Christmas dinner which is bound to be the richest and the best tasting one possible. After dinner the family stays together, talking, smoking and now and then drinking. The main difference between the first and second day of Christmas is that on the second day people usually have dinner outside or with friends. Of course the church services on these days are very important and of a very ceremonial character.

Since Santa Claus in North America is closely connected with Christmas but still is similar to our "Sinterklaas" I may as well tell something more about this patron's birthday celebration. This is celebrated on the 6th of December, but for several weeks before that the children start placing their shoes

(if possible wooden), filled with hay and roots near the fireplace and singing Saint Nicholas songs before they go to sleep, Saint Nicholas is supposed to be riding horseback on the roofs of the houses, accompanied by his black servant "Piet." Piet's task is to listen to the children singing and tell his boss about it. He also tells them who are the naughty children, they get nothing. The other children find a present in their shoes the next day, while the hay and the roots have disappeared. On the 6th of December is the most important day. On the night of the 5th they fill their shoes for the last time and the next morning they get up before it is even light to see what they have received this time. This time there is not just one, but many presents for them. I think you will now see why presents are of minor importance at Christmas.

Thus December is for the children in Holland a month of joy and many presents. For their parents it is a month of high value as far as church and family life is concerned. Naturally the grownups share in the 6th.

As sure as I am that I and the many other NATO cadets will have a very merry and unforgettable Christmas in Canada, I think that they all will think of their homes very often during these few days and hope to celebrate next Christmas at home.

LETTERS TO EDITOR

Dear Sir:

Please accept the sincere thanks of the staff and patients of this hospital for your generosity in sending copies of your magazine "Voxair." These are greatly appreciated.

Yours sincerely,
L. BENNET-ALDER,
Superintendent,
Victoria Hospital

Ed.— We have been sending copies of Voxair to the local hospitals—but this is not enough. We would like to be able to send much more in the way of reading matter. We appeal to our readers on the Station to let us have their old magazines, pocket books, and so on. We will arrange for their delivery.

A wooden box has been placed outside the Voxair office in the GIS for used books and magazines for the hospitals. Don't let us down. Don't let the hospitals down.

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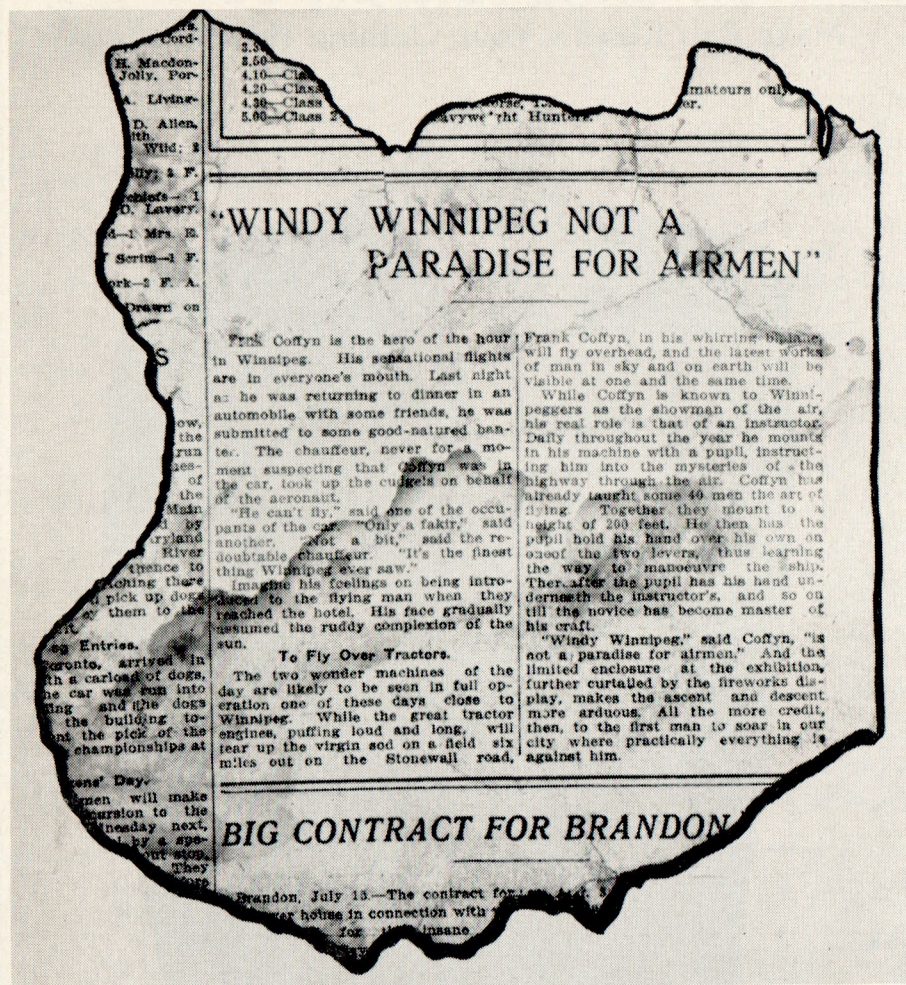
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— LOOKING BACKWARD —



(From the Free Press Bulletin, July 21, 1911)

During the last year, Winnipeg has seen hundreds of aircraft taking off into the wide blue heavens; aircraft of a modern era, representing almost half a century of scientific exploration in the field of aviation. With T 33's and CF 100's floating above us at supersonic speeds, even the Expeditors and Dakotas become ancient in our eyes.

So to reconcile ourselves to our task of flying and pretending to navigate these 'outdated' craft, we can do well to look back, into the dim and distant, to the first days of flying in Winnipeg.

It was 14th July, 1911, a fine day for Winnipeggers, many of whom were bent on visiting the exhibition which was to be opened that day. But this exhibition was to be honoured with the presence of Frank T. Coffyn, the famous 'bird-

man.' Coffyn was the ace 'aviator' of the day, the world's aircraft endurance record holder with a flight of 1 hour 35 minutes to his credit.

His first flight that day was expected to take place at 5.00 p.m. "Does it always blow like this here?" asked Coffyn, on learning that a 35 mph 'gale' was blowing. But to those who enquired if the wind would prevent his flight, he

replied, "Oh no! It is safer without wind, of course, but your wind here seems to be steady and there is not much risk." However, the chairman of the aviation committee refused to permit the flight as he did not want Mr. Coffyn to take any unnecessary risks.

At 7.30 that evening the wind had died down, and Coffyn was able to take his machine into the air after a 100 ft. take off. The "Wright biplane," driven by a horse power engine weighing 150

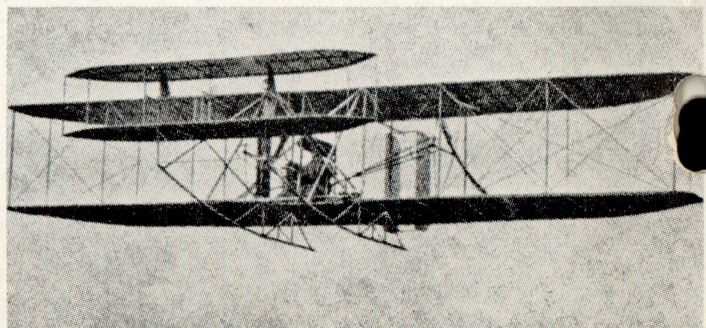
Answers to Cross-Word on page 37

ACROSS—1. Tale. 5. Polo. 9. Sob. 11. Iron. 12. Owen. 13. Pert. 14. Engulfed. 16. Ream. 18. Sit. 19. Apart. 22. Prisoner. 25. Easy. 27. Eon. 28. Moved. 30. Sped. 32. Meditate. 34. In. 35. Saturn. 38. Be. 39. Tram. 40. At. 42. Fast. 43. Air. 44. Toilet. 46. Ban. 47. Keen. 48. Dye.

DOWN—1. Tip. 2. Are. 3. Lorraine. 4. Enters. 5. Poem. 6. Own. 7. Leg. 8. Onus. 9. Soft. 10. Body. 15. Life. 17. Atom. 19. Apes. 20. Prop. 21. Seven. 23. Nominate. 24. Red. 26. Alacrity. 29. Dire. 31. Drum. 33. Earth. 35. Stab. 36. Aria. 37. Tarn. 41. Toe. 42. Fed. 45. In.

lbs., soared to a height of about 1,000 ft. and remained airborne for about 10 minutes, returning and landing in 60 ft.

And so, many Winnipeggers returned home that day, enthralled and amazed with what they had seen. It must have been a glorious spectacle, as weird and wonderful as the flying saucers of today. And we can feel proud to fly in our Expeditors and our Daks., knowing that we are far safer and far more comfortable than our pioneer predecessors. And you ladies and gentlemen who are privileged to remember that historic day in 1911, just spare a glance at the aircraft of the present and don't let our youth take these things too much for granted.



111 Wright biplane, 1908. The first Wright type to give public displays.