

**FASTER
FARTHER
HIGHER**

The development of guided missiles of every type is becoming one of the most competitive areas in our world today . . . for supremacy in this field can well determine peace for many years. The race is now for greater speed, higher altitude, longer range, more sensitive control.

The strength of Western defence lies to a great extent in the development for the Armed Forces of these new weapons systems suited to the supersonic age. The once deadly cannon, machine gun and rocket are being superseded by complex weapons of great ingenuity.

Canadair has long had a prominent role in Canada's guided missile program, applying the knowledge acquired in years of experience in advanced aircraft systems engineering . . . and Canadair's research, engineering and manufacturing resources are constantly making further important contributions to projects in this field.



CANADAIR

LIMITED, MONTREAL, CANADA
AIRCRAFT MANUFACTURERS



CANADAIR HAS PRODUCED MORE JET AIRCRAFT THAN ANY OTHER CANADIAN MANUFACTURER

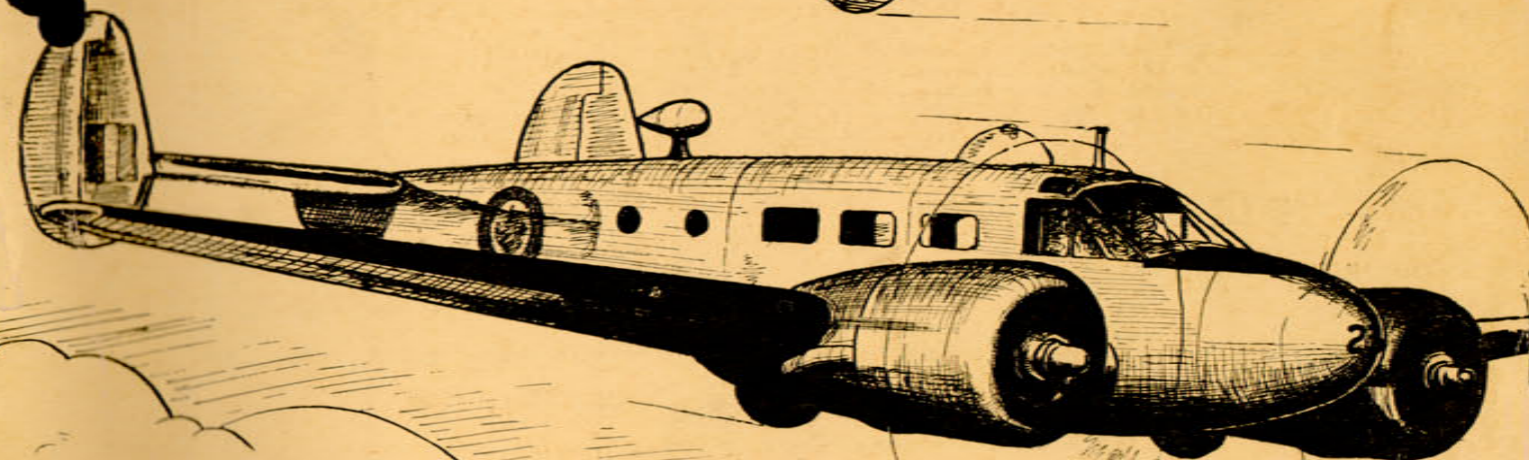
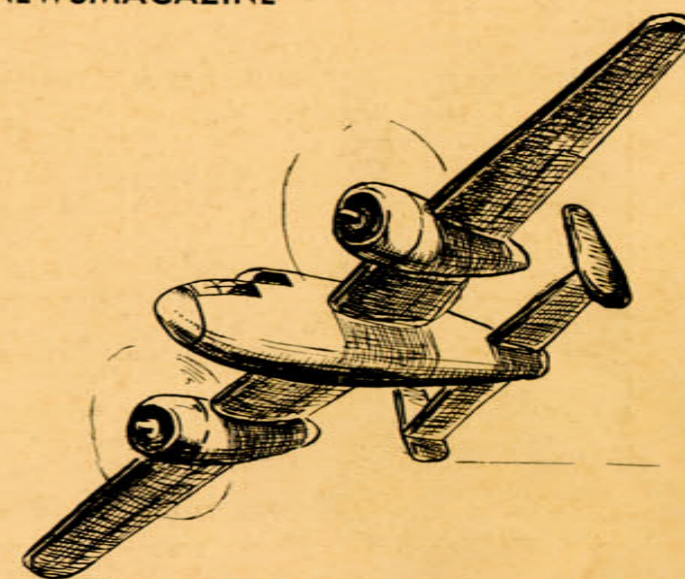
COMPLIMENTARY

Wostair



JANUARY 25, 1956

AN AIRFORCE NEWSMAGAZINE

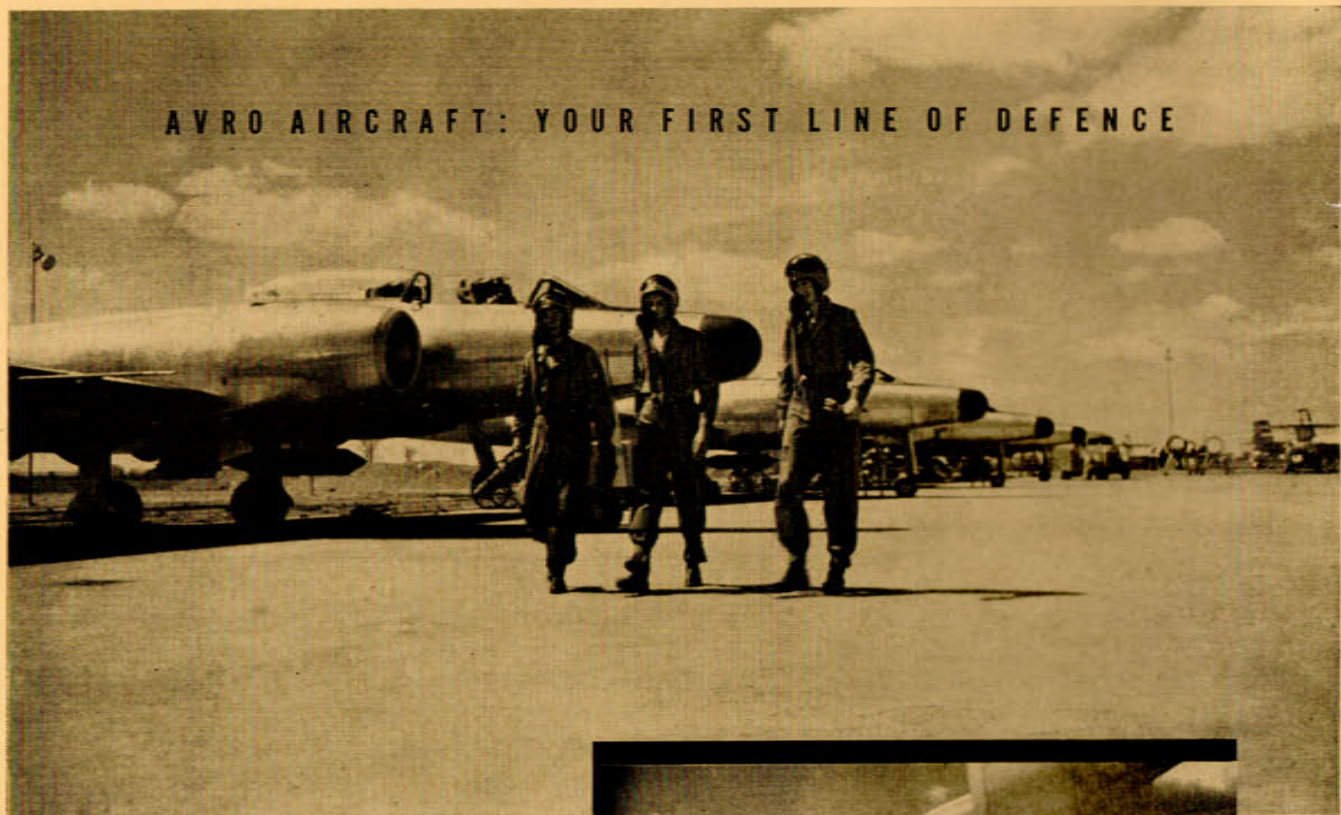


**AIRBORNE INTERCEPTION TRAINING TEAM
IN ACTION OVER MANITOBA**

The Beechcraft "Expeditor" in the foreground is acting as a target for the radar equipped Mitchell "fighter" carrying three students on Airborne Interception training.

(Cover by Connolly)

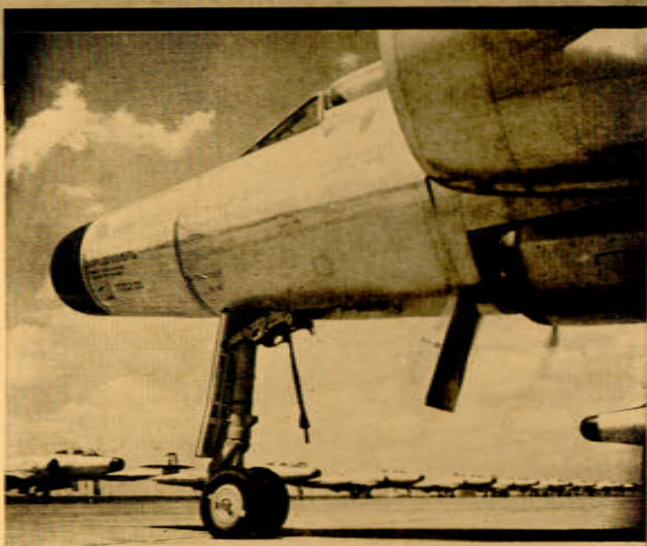
AVRO AIRCRAFT: YOUR FIRST LINE OF DEFENCE



Squadrons of RCAF CF-100s manned by keen, alert pilots and navigators guard Canada's northern approaches on a "round-the-clock" alert.

During 1956 NATO will begin adding squadrons of CF-100s, manned by RCAF air crews, to its Air Division in Western Europe.

**FLIGHT OVER:
INTERROGATION
TO COME**



There's something about the bearing of these men of the RCAF . . . something in their confident stride as they return from an interception exercise . . . that speaks of a job well done. For many months they received intensive training to prepare them for exercises like this . . . and for the dark day when enemy aircraft may actually appear in the skies over Canada. And what of the planes they fly? Avro Aircraft's CF-100 all-weather night interceptors have greater range, more power and more striking force than any all-weather night interceptor in service anywhere. Newer and more powerful flight projects are constantly underway in Avro Aircraft's extensive engineering division, staffed by the most outstanding research, design and development engineers in the aeronautical industry.



AVRO AIRCRAFT LIMITED MALTON, CANADA

MEMBER, A. V. ROE CANADA LIMITED & THE HAWKER SIDDELEY GROUP



**DREWRY'S
LEMON LIME
Everytime**



• AN AIRFORCE NEWSMAGAZINE •

Honorary Editor-in-Chief: W/C F. GAFFNEY
Production Director: S/L J. F. CORRIGAN

EDITOR
F/O ROBERT GENNO

VOXAIR is published every third Friday with the kind permission of:

The Commanding Officer,
Royal Canadian Air Force Station, Winnipeg,
Stevenson Field, Winnipeg, Manitoba.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscription postpaid anywhere: 1 year, \$1.50; 2 years, \$2.75; 5 years, \$6.50.

The views expressed herein are not necessarily those of the RCAF or the staff of VOXAIR.

CONTENTS

VOL. 5, NO. 1.

JANUARY 25, 1956

From the Editor's Notebook	Page 4	Love and Marriage	Page 25
COLUMNS		Current Affairs	12
Bits and Pieces by "Brit"	17	HUMOUR	
W.D.'s Report	38	The Revolt of LAC Carbuncle	
NEWS		FEATURES	
World News	7	Personality	
111 C. and R. Flight	3	Picture Spread — Christmas Parties	
Technical News	22	Cinema Program	26
Sports	31	Voxair Vixen	
ARTICLES		Graduating Class 5417/18 (LR)	
Automobiles	14	Graduating Class 5416 (AI)	29
High Fidelity	18	Graduating Class 5417 (AI)	30

ART DIRECTOR
F/O W. W. FREDERICKSON

ART EDITOR
F/L DON CONNOLLY

BUSINESS MANAGER
F/O JACK BAIN

ADVERTISING
F/O A. L. AULD
F/O I. SCOTT

Eastern Office: P.O. Box 302, Trenton, Ontario. Editorial and Advertising Manager: F/O Harry O'Hara

ASSOCIATE EDITORS

S/L C. Cheshire, F/O E. P. McLoughlin, Dr. L. A. Glinz, LAW Joan Snopes, F/O Sandy Ineson.

CONTRIBUTING EDITORS

F/L Jack Leach, F/O I. K. Wilson, F/L A. Morton, F/O H. N. McMillan, Lt. K. R. Cryderman, P/O K. W. Sinden, Sgt. H. O'Byrne.

Authorized Second Class Matter P.O. Dept., Ottawa

Editorial and Advertising Offices: RCAF Station, Winnipeg, Manitoba. Telephone: 831311 Local 216

Printed by THE WALLINGFORD PRESS, 303 Kennedy St., Winnipeg 2, Man.

Central Northern Airways Ltd.

WINGS OF THE NORTH

Regular scheduled flights to and from the following points:

Sioux Lookout—Pickle Lake	Winnipeg—Red Lake
Sioux Lookout—Pickle Lake—Big Trout Lake	Winnipeg—Lac du Bonnet—Bissett—Berens River—Deer Lake
Flin Flon—Island Falls—Pelican Narrows	Island Lake—Little Grand Rapids—God's Lake
Flin Flon—Lynn Lake—Pakatawagan	Oxford House—Norway House

Float, wheel and ski operations are carried out for scheduled, non-scheduled and charter services for passengers, mail, express and freight, from the following bases: Sioux Lookout and Pickle Lake, Ontario, and Lac du Bonnet, Norway House, Wabowden, Flin Flon and Lynn Lake, in Manitoba.

For information, write, wire or telephone:

CENTRAL NORTHERN AIRWAYS

Winnipeg Traffic Office,
St. Regis Hotel,
283 Smith St., Winnipeg, Manitoba
Telephone: 92-2310
After business hours: Telephone: 50-4888

Head Office: No. 5 Hangar,
Winnipeg Airport, St. James, Manitoba
Telephone: 6-2307

the Sycamore

A PROVEN, SAFE HIGHLY ADAPTABLE HELICOPTER

search and rescue
air ambulance
passenger transport
freight transport
aerial photography
aerial hoist
public address
geophysical survey

Available in Canada



111 C & R FLIGHT

By F/O NORM McMILLAN

WOW! It's over. Back again to normal. This is the first year in four that 111 C & R Flight hasn't been out searching for some lost sheep during the Christmas season. An American Expeditor went down two days before Christmas near Graham. The people on board were unhurt, flagged down a passing train and got a lift to Graham. That was before Christmas. On Friday before New Year's Eve two T33's collided in the air near MacDonald. All three pilots on board bailed out and landed safely. It'll bet they had a Happy New Year's Eve.

F/L Dickson got a call on Saturday, 17th December, that a measles epidemic had broken out at Coral Harbour and doctors were needed. He gathered the duty crew together, flew to Churchill, stayed overnight, picked up doctors and equipment, and flew them to Coral. After refuelling, Dickson and crew took off and returned to Winnipeg. Ron couldn't stay away too long—Mrs. Dickson presented him with a new daughter on the 29th.

The year-end list left most of us wondering. F/O Len Klein, who arrived at 111 C & R a week before, was promoted to Flight Lieutenant and offered an extension to his extension. F/O McNarry was offered an extension to his extension. F/Os Chitra, Maddex, Wright and Kirkwood were offered extensions. F/O Nixon was notified of his pending release.

PROBLEM OF ARMY MORALE

Leadership, without a doubt, is the fundamental key to morale. But if good leadership is to be provided for services 3,000,000 strong the nation must regard its armed forces with pride rather than tolerance or condescension; our social mores must stress opportunity for service rather than security for self; the Congress must provide decent material rewards, and the armed forces must restore the ancient vigor of their traditions, the responsibility of command and the effectiveness of unit esprit and discipline.—Hanson W. Baldwin, Military Editor of N.Y. Times.

FROM THE EDITOR'S NOTEBOOK

BLOOD DONATION RECORD

A free blood transfusion service was started in Manitoba in January, 1950, at the Manitoba Red Cross Centre, Winnipeg.

Greater Winnipeg hospitals only were supplied at first, but later the service was extended to hospital in all parts of Manitoba, and subsequently to North-West Ontario.

Clinics for Winnipeg donors are held at the central depot, and the rest of the region is served by a Red Cross mobile unit, which makes regular visits to points which can supply a minimum of 200 donors.

The record of the blood transfusion service is an impressive one. From 1950 to 1954, the Red Cross supplied 76,860 hospital patients with 116,114 pints of whole blood for transfusion—there is no charge for blood or plasma and no charge for administering it. At the present time an average of 2,500 bottles of blood per month, all collected from volunteer donors, is being supplied by the Red Cross.

At least 800 bottles must be collected each week to maintain sufficient reserves in the blood bank which supplies the needs of all the hospitals in this region.



F/L W. H. DE YOUNG

The mobile unit visited RCAF Station Winnipeg on January 10th and 11th, and we are delighted to report that a *record* number of donations were received on the first day. Under the capable direction of the co-ordinator, F/L W. H. DeYoung, donors poured in on the first morning at the rate of 70 per hour, almost the maximum that the unit can handle. Starting with W/C Davy, at the close of the day 423 volunteers had passed through, and at the close of the drive a total of 512 people had given approximately $\frac{3}{4}$ of a pint of blood each—sufficient to supply all the requirements of Manitoba patients for $2\frac{1}{2}$ days.

Remember

- Any healthy person between 18 and 65 can be a blood donor.
- Every donor is tested for anaemia before donating.
- Each donor contributes approximately $\frac{3}{4}$ pint, which is only $\frac{1}{20}$ of the body content.
- A healthy adult will replace the fluid loss within 48 hours.
- There is no pain or discomfort.
- It takes only 30 minutes to make a gift of life to a fellow-Canadian.
- Every person who attends a clinic is provided with a card showing his blood group and Rh factor or type. This can be invaluable in an emergency.

The unit will be at the Station again in about six months. Could we double the record we set this time? A total of 1,000 donations from RCAF Station Winnipeg would be a tremendous contribution to this wonderful work.

And remember, to coin a phrase:

The life you save may be your own.

* * *

CHRISTMAS TREE PARTY

Our centre spread in this issue contains pictures of the children's parties held at RCAF Station Winnipeg during the holiday season. The first, a two-day function for the children of dependents, was organized by a committee under the direction of F/O Ferguson. The Airmen's New Year Dance committee, with chairman F/O McNee, joined in on the decoration of the drill hall and McNee himself was a worthy Santa Claus.

(Continued on page 33)

- CLEANERS
- TAILORS
- LAUNDERERS

S 1836 Portage Ave.
St. James
Man.

Telephone
6-7981

2 Hour Service
Cash and Carry
and Save

PICKED UP A.M.
DELIVERED P.M.
AT
RCAF STATION WINNIPEG
ON REQUEST

THE REVOLT OF LAC CARBUNCLE

By LAC BUD PAULS

LEADING Aircraftman William (Willy) Jonathan Carbuncle strode magnificently through the gate and briskly entered the guard-house, tucking his lunch bag under one arm in what he imagined was the correct method of carrying a brief case. Evidently he was deep in thought. Certainly serious things were on his mind and certainly his shoulders carried a heavy responsibility. Here was an impressive figure, seemingly demanding complete respect.

A pert, blonde feminine head poked awkwardly out of the guard-house wicket and a blue eye winked. "Good morning, Willy," twittered Airwoman Marilyn Marge with a smile that secretly disdained the impatient airman.

"Harrumph!" growled Leading Aircraftman Carbuncle. What nonsense! Frivolous characters these airwomen, surely more trouble than they're worth. Something must be done about this situation, and Carbuncle will see to it "Harrumph!"

He acknowledged with a grunt the courtesy of a Corporal ahead of him who held the door open while he passed quickly through. With a stern gaze he halted an oncoming car and, without faltering, passed across the street before it, wheeled and marched directly to the Administrative Building.

On entering, he noted with another "Harrumph!" that the door to the orderly room was locked. He dug for his key and entered, pausing momentarily in the doorway, gazing at his splendour. With a nod of his head he acknowledged the non-existent greetings from three empty desks marked: Sgt. J. B. Brown i/c; Cpl. H. H. Purdy, Rec/Mov; and LAC W. J. Carbuncle, Claims. He hung up his hat and coat, picked a bit of imaginary lint from his tie, re-

moved his overshoes and carefully placed them behind the door. Then he rose to his full height and cleared his throat: "Harrumph!" Leading Aircraftman Carbuncle was about to speak!

"Gentlemen," he began, hands clasped behind his back, his toe tapping. "Let's get organized." He paced to the right, glanced out the window, ignoring his make-believe staff, then paced to the left. He stopped abruptly before the desk of Sgt. Brown.

"You!" he barked savagely to the empty chair. "On your feet, man! Get up, up!" He straightened in triumph. "That's better," he noted. "Now you, Sergeant, are not on the ball these days. Not at all, not at all. What's the matter? The job too tough? Too easy? Staff no good? Huh! Huh!"

Evidently he was going to get no answer. "We must smarten up, Sergeant, mustn't we? We must work! Work! Work!" Leading Aircraftman Carbuncle slammed a fist on the desk for emphasis, spilling a bottle of ink. But without pause he ordered: "Now clean up that bloody mess!"

Hands behind his back he strode back and forth again. This, he knew, added drama to the occasion, increased tension. Back and forth, back and forth. Okay, Carbuncle, now move in! He halted before the desk of Corporal Purdy.

"Purdy, Purdy," he crooned soothingly. "You, my boy, have a vital job, a responsible position. Records and movements tie this whole organization together." His voice rose and he concluded with a roar. "Do you realize that, Purdy? Are you trying to sabotage the organization? Speak! Speak!"

Purdy, of course, remained silent and, in reality, absent.

Leading Aircraftman Carbuncle resumed his pacing. Back and forth, back and forth he strode, then

stopped, smiled widely and approached the desk of LAC W. J. Carbuncle with open arms.

"Carbuncle, my lad," he beamed. "And how are you this morning? Busy, I see. Tut, tut, don't let me disturb you. I know you're a busy man." He sat casually on the corner of the desk, one arm thrown carelessly across the back of the vacant chair. "Carbuncle," he continued familiarly, "you're a valuable man and as a judge of men I recognize the fact." He dropped his voice to a confidential whisper, glanced sternly at the other two desks, regained his smile and spoke in a low tone. "I'd like to see you a little later in my office, Carbuncle—you know, the office with 'CO' on the door. We always watch for good men to come along. There's room for you up top—way up top, with me. Whadya say, Carbuncle? Huh?"

A split second later Leading Aircraftman Carbuncle was on his feet. He was staring at the empty chair in astonishment, for Carbuncle in speaking to his mythical Carbuncle had received an answer! A voice, familiar but not his own, had distinctly declared, "I trust, sir, there's room for me way up top, too."

It was, of course, Sergeant Brown, standing in the doorway. "Good morning, Willy, having fun?"

Carbuncle was flustered by the shock of his abrupt return to reality and he settled clumsily in his chair even more unnerved by the hilarious laughter of Sergeant Brown, who had collapsed over his own desk. Carbuncle took what consolation he could from the fact that Sergeant Brown had his elbow in the ink.

Then, with a sigh, he picked up a travel claim from his basket and carefully stroked out a \$2.75 claim for taxi fare under Block K.

The day's work had begun.

K. A. Powell (Canada) Ltd.

GRAIN MERCHANTS

MEMBERS

WINNIPEG GRAIN EXCHANGE
CHICAGO BOARD OF TRADE
NEW YORK PRODUCE EXCHANGE
VANCOUVER GRAIN EXCHANGE

GRAIN EXCHANGE
WINNIPEG
MANITOBA

K. A. POWELL
President
W. T. POWELL
Vice-President
A. H. HAND
Secretary-Treasurer
Cable Address—HALCAR

White Pass and Yukon Route

ANNOUNCES

**NEW OCEAN/RAIL SCHEDULED DIRECT FREIGHT SERVICE
VANCOUVER TO YUKON TERRITORY**

By M.V. "CLIFFORD J. ROGERS"

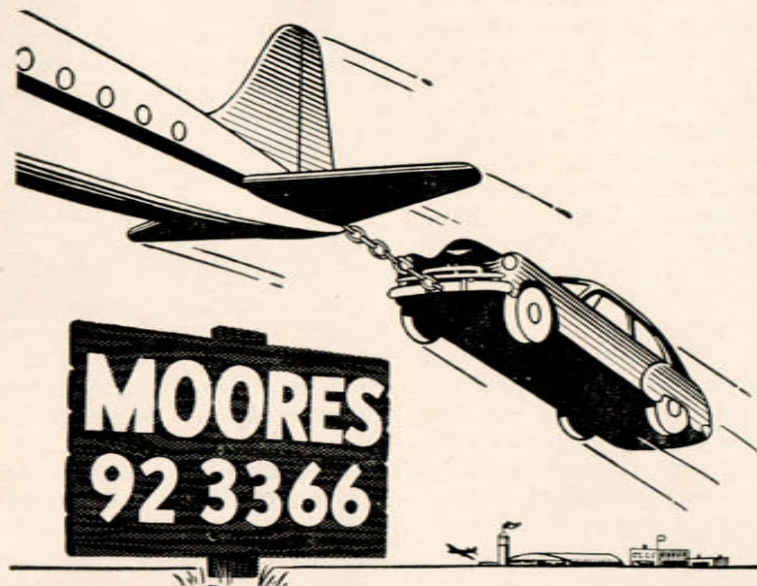
Featuring Containerized Cargo Handling—Pickup and Delivery Service

1418 Standard Bank Bldg.

For Details Write
Vancouver 2, B.C.

Pacific 5371

Ever see a car that FLEW—



No we can't fly a car—but we can have a new Moore's Taxi nearly as close as your phone. Now more than ever you can enjoy the luxury of modern transportation.

Call 92-3366

DONALD AT GRAHAM



Edited by F/O SANDY IONSON

Canada's Jet Pilots Keep Our Prestige High

BADEN-SOELLINGEN — Canadian pilots are flying the best jet fighter in operation today. Their Mark VI Sabres can outfly and outfight anything in the skies over Europe—much to the chagrin of U.S. pilots in the same area. OUR BOYS DIDN'T take it too hard when an order was issued recently prohibiting any further mock dogfighting with American planes. As one Vancouver pilot puts it: "It's better practice for us to fight among ourselves anyway. The American planes are too slow. Their F-86D's are just that . . . real dogs." EVEN THE BRITISH Hunter doesn't get much more than a condescending nod from Canadian pilots. Air Vice-Marshal Hugh Campbell, who commanded the Canadians in this summer's big Exercise Carte Blanche, the largest airman manoeuvre ever staged, announced at its completion: "We now know that we have the highest performance aircraft in squadron service in the European theatre and that our force is second to none."

New OC Is Named

KENTVILLE — Wing Cmdr. Arthur W. Moody, son of Mrs. W. D. Moody and the late Mr. Moody, of Kingston, King's County, is the new commanding officer of the RCAF station at Aylmer, Ont. He is a native of Margaretsville, Annapolis County.

"Join Air Force and See the World" Holds True for Women in RCAF

OTTAWA—"Join the Air Force and See the World" might well be the official slogan of the some 3,000 women in the ranks of the Royal Canadian Air Force. So says Sydn. Ldr. Sylvia Evans, who is the assistant for women's RCAF personnel, serving with the air member for personnel, Air Vice-Marshal George Wait. For the most part, says Sqdn. Ldr. Evans, Canadian girls are enlisting in the RCAF for three to five years, imbued with the spirit of adventure, broadening their first-hand acquaintance with Canadian geography on the air stations of the north—"Edmonton is as far north as Goose Bay," she points out—and making the most of their overseas tours of duty to travel on the continent.

German
Beauty

U
R
S
U
L
A

T
H
I
E
S
S



COMMANDING OFFICER ATTENDS "BRISTOL" CEREMONY



Portugal and Ayers.

THE PRESIDENT AND BOARD OF DIRECTORS
OF
MACDONALD BROS. AIRCRAFT LIMITED
ANNOUNCE THAT, EFFECTIVE JANUARY 1st, 1956,
THE ASSETS, LIABILITIES AND GENERAL BUSINESS
AFFAIRS OF THE COMPANY WILL BE CARRIED
ON BY
BRISTOL AIRCRAFT (Western) LIMITED
DECEMBER 1955.

This simple message received in the mail just before Christmas marks another step in the development of Bristol's interests in Winnipeg.

The renaming ceremony at the company's Stevenson Field plant was attended by Winnipeg's Commanding Officer, Group Captain G. F. Jacobsen, DFC, who is shown shaking hands with Mr. Stanley Hogggett, Vice-President and General Manager of the Winnipeg organization. Mr. R. J. Reynolds, President of Bristol Aircraft (Western) Ltd., looks on.

India Retorts to U.S. on Goa

WASHINGTON—Indian Prime Minister Jawaharlal Nehru sent the United States a sharply-worded note about Secretary of State John Foster Dulles' recent reference to Goa as a province of Portugal. The note, while containing vigorous language, fell short of being the formal protest that diplomatic officials in India had predicted would be forthcoming at the time of the incident.

Israel Re-States Her Peace Offers

WASHINGTON—The Israelis have now issued a resumé of concessions they would be willing to make, as follows: 1. Israel would open up the natural lines of communication between Egypt and Lebanon to all forms of Arab traffic. 2. Jordan would be offered a free port at Haifa and transit rights across Israel. 3. Israel would be prepared to consider transit arrangements to establish lines of communication across the Negev desert between Egypt and Jordan. 4. Israel would be willing to permit Arab aircraft to fly across Israel in all directions. 5. Israel would pay compensation to Arab refugees for the property they left behind in territory now part of Israel. 6. Israel would collaborate in the project for unified development of the Jordan and Yarmuk River valleys. 7. Israel would agree to minor frontier adjustments where the border was strategically illogical or economically damaging to adjacent villages.

French Are Thrilled by RCAF Pipers

METZ—Sixteen kilted RCAF pipers "stole the show" in a traditional local ceremony at the Lorraine town of Thionville, near here, recently, Air Division officials reported. The pipe band, from the RCAF's No. 1 Fighter Wing at Marville, France, has already won fame in this part of Europe for its performances at both military and civil functions, and was invited by the Mayor of Thionville, a steelworking town of 30,000 people, to take part in their celebration on the Feast of St. Nicholas.

RCAF Reaches Goal of 41 Air Squadrons

OTTAWA—The RCAF during 1955 reached its planned squadron strength of 41 with completion of the build-up of home CF-100 jet fighter squadrons to nine. Of the 41 squadrons, 12 are Sabre jet fighter units based in Europe, nine CF-100 interceptors, four transport, three maritime reconnaissance, one photographic and 12 reserve. The Air Force said in a year-end review issued recently that 1955 also saw consolidation in Continental Europe of its air division with movement of No. 1 Fighter Wing from England to its new base at Marville, France.



CANADIANS WED IN GERMANY

Leading Aircraftman F. J. Walker, son of Mrs. A. Ives of Churchill, Manitoba, and his new bride the former Airwoman first class L. A. Jones, daughter of Mr. and Mrs. R. Jones of 11 Balsa Street, Port Arthur, Ontario, smile happily for the cameraman as they prepare to sign the marriage register following their marriage ceremony which was conducted by the Reverend Flight Lieutenant J. H. Dean in the Protestant Chapel at the RCAF's No. 4 Fighter Wing base in Baden Soellingen, Germany.

D.N.D.



ARMY OFFICER ENTERTAINS NATO STUDENTS

On Saturday, December 17, Lieut. Donald C. Denison of 517 Furby St., Winnipeg, fulfilled an ambition borne during his eighteen months service with the First Canadian Infantry Brigade in Germany. P.P.C.L.I. Lieutenant was so impressed with the hospitality shown him overseas that he resolved to reciprocate when he returned to Canada.

For his "thank you" gesture Don entertained thirteen NATO officers and cadets from RCAF Station, Winnipeg to a pre-Christmas dinner at his home, all of it prepared by their friendly host.

The guests, from Norway, Turkey, Belgium, England, Denmark and Canada, all agreed that as an infantry platoon commander "Chef" Denison has missed his calling.

Lieutenant Denison, an ex-student of Maple Leaf Collegiate, Morden, joined the army in April, 1945 and, whilst a Corporal, attended United College, graduating with a B.A. degree in 1953. His next job will take him to the Canadian Joint Air Training Centre at Rivers, Manitoba.

Canada Accuses Reds in Vietnam

OTTAWA—The Canadian complaint to Vyacheslav M. Molotov, Soviet Foreign Minister, and Prime Minister Eden, as co-chairman of the Geneva conference that arranged the cease-fire in Indo-China, was contained in a minority report attached to the fourth interim report of the commission made public last month. The majority report, conceding that there had been violations of the armistice agreement by both sides, was signed by the Polish and Indian members of the commission. The government of South Vietnam, they said, consistently refused to co-operate on the ground that it was not signatory to the cease-fire agreement, which provided for the free movement of refugees among other things, and therefore was not bound by it.

Big 3 Warning Holds Russia to Berlin Pact

BONN—The notes from the American, British and French ambassadors at Bonn said their governments continue "to hold the Soviet government responsible for the obligations assumed by it under quadripartite (4-power) agreements on the subject of Germany, including Berlin." The allies were answering the latest Soviet note, delivered recently, asserting the East German Communist government has "sovereign" jurisdiction over East Berlin.

T.V. Sets Presented to Orphans by RCAF

CHARLOTTETOWN—For many years in the past it had been the custom at RCAF Station Summerside to set aside funds for a mammoth Christmas party for the dependents of the service and civilian personnel employed at the local air station. However, after the 1954 Christmas season a member of the station fund committee (the body that controls non-public funds expenditures for the station) raised the question, are we best serving the spirit of Christmas by spending money on our own children, who are assured of a Christmas anyway? As a result, on Thursday afternoon, GC W. H. Swetman, accompanied by a body of officers and men from RCAF Station Summerside, visited both P.E.I. orphanages to present the children with beautiful 21-inch television sets.

One of the little guests at the RCAF's Christmas Party for the children of officers and airmen at Stevenson Field aspires to become the leader of a band.

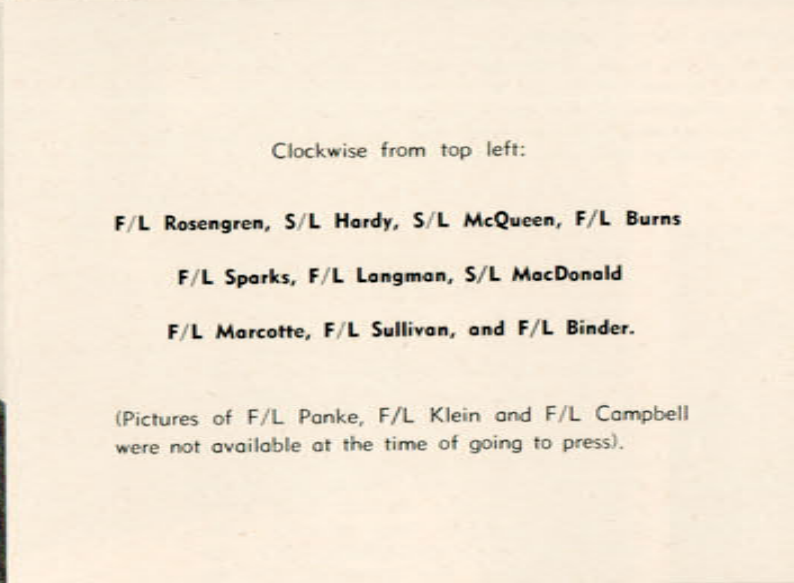
He took this opportunity to study the form of Bandmaster Sgt. Gordie Rowe, and to do a little practicing of his own.

(There will be a write-up on the new Station band in the next issue.—Ed.)



Gratten

WINNIPEG PROMOTION LIST



Clockwise from top left:

F/L Rosengren, S/L Hardy, S/L McQueen, F/L Burns

F/L Sparks, F/L Langman, S/L MacDonald

F/L Marcotte, F/L Sullivan, and F/L Binder.

(Pictures of F/L Panke, F/L Klein and F/L Campbell were not available at the time of going to press).



Squadron Leader Ken Hardy

Son of Mr. and Mrs. W. Hardy, of 85 Drummond St., Brantford, Ont. Now a staff officer at 14 Training Group HQ, received his paratroop wings on completion of an airborne course at Rivers in 1950.

Squadron Leader J. W. "Pake" McQueen

Born and educated in Vancouver. At present deputy OC Flying at the Air Observer School, Winnipeg. Parents are Mr. and Mrs. T. A. McQueen, 5910 Blenheim St., Vancouver.

Squadron Leader G. Bruce MacDonald

Son of Mr. and Mrs. Duncan MacDonald, 385 Cedar Ave., Summerside, P.E.I. S/L MacDonald presently resides in Winnipeg with his wife and family, where he has held the position of Assistant Deputy Judge Advocate at Prairie Command Headquarters since March 1954.

Flight Lieutenant W. S. "Bill" Sparks

Ex-radar tech, Bill joined in 1946 and remustered aircrew in 1950. Is in charge of programming for the AOS.

Flight Lieutenant J. H. Sullivan

Born at North Bay and educated at Geraldton, Ontario. Parents, Mr. and Mrs. J. Sullivan, reside at 74 Adelphi St., Napanee, Ontario. Instructor at the Airborne Interception school, Winnipeg.

Flight Lieutenant J. H. "Hank" Marcotte

Son of Mrs. H. Marcotte, of 7163 St. Hubert St., Montreal. Attended D'Arcy McGee High School and McGill University prior to enlistment. Pilot with AOS.

SPORTS OFFICERS! -Recreation Directors!

The largest stock of original trophies anywhere in Canada is at

KELBERT TROPHIES

538 HOMER ST.
VANCOUVER

(Write for our illustrated folder today)

ASSINIBOINE HOTEL

Portage at Albany
WINNIPEG, MAN.

Phone 6-2371

Manitoba's Finest Suburban Hotel
AIR-CONDITIONED
FREE PARKING

Flight Lieutenant A. R. "Rosie" Rosengren

A native of Wetaskiwin, Alberta. Educated in Calgary. Joined the RCAF in December, 1949, after graduating from Crescent Heights Collegiate, Calgary. Is an instructor at the AOS. Parents, Mr. and Mrs. H. Rosengren, live at 1114 17th Ave., Calgary.

Flight Lieutenant L. S. "Larry" Burns

A Winnipegger. Enlisted in the air force in 1948, after graduation from St. Paul's College. Father, Mr. C. P. Burns, lives at 283 Berry St., St. James. An instructor at the AOS.



Flight Lieutenant S. R. "Ray" Langman

Enlisted 1950 after graduating from Orillia Collegiate Institute, Orillia, Ontario, his birthplace. Mr. and Mrs. J. H. Langman, parents, live at 258 Matchedash St., Orillia. At present on the Navigation Specialists' course at RCAF Station Winnipeg.

Flight Lieutenant Jack Binder

Stock Control Officer at the Supply Section. Born and educated in Ottawa, attended Ottawa Technical High School, and received B.Sc. from Carleton College. Enlisted 1950. Father, Mr. Benjamin Binder, lives at 474 Elgin St., Ottawa.

Canada History Bares War Rifts

OTTAWA—The history, called "Six Years of War," was written by Col. C. P. Stacey, director of the army's historical section. It also looks critically at some of Britain's military planning and makes it clear that the Canadian army chiefs were often at odds with their British colleagues. The volume also recounts rivalries and misunderstandings within the Canadian military set-up itself, and sheds some light on the retirement of Gen. A. G. L. McNaughton as commander of Canada's First Army in 1943. More information on this controversial question is expected to be contained in the second volume, which will carry the history forward through 1944 and the Italian campaign in which the Canadians were heavily involved.



CURBSIDE CONTROVERSY—After an animated campaign rally, partisans continue agitating in the streets. These are the "discontented" — adherents of the small business men's anti-tax movement sponsored by bookseller Pierre Poujade.

Dismay and anxiety describe the feelings of outsiders over the results of the recent French elections which reduced the stabilizing power of the centre parties, increased Communist representation from 99 to 151, and produced one more new party, the followers of the anti-tax agitator, Poujade, an apparently irresponsible right wing group of 51. The rivalry of the two most hopeful leaders, "Premier"

Faure and ex-Premier Mendes-France, who were once allies, cancelled out each other's prospects of success at the polls and handed the Communists an additional 52 seats.

In spite of these ominous results France will somehow survive politically. Perhaps Faure and Mendes-France will bury the hatchet and unite. Perhaps some other coalition of the centre parties will result. But governments will con-

CURRENT

Edited By
Current Affairs Adviser—

RECENT ELECTIONS NO SOLUTION

TO FRANCE'S PROBLEM

tinue to be weak and unstable. There will be the same vacillation in policy, which, as Mr. Krushev once said, prevents France from attaining its rightful place as a European power.

The significance of the increase in the number of Communists elected can be exaggerated. The Communists had nearly 400,000 more popular votes than in 1952. Their percentage of the total vote was probably not much more than 25%, as for most elections since 1946. While a considerable number of the votes for Communists were protest votes rather than "red," the hard fact remains that one in four of the French voters follow M. Thorez and M. Duclos, who in turn follow Mr. Bulganin and Mr. Krushev.

Fortunately, France has a strong permanent civil service that continues to govern the country more or less efficiently while ministries rise and fall. Many of these senior officials are experts at administrating the country and in dealing with foreign affairs. Thousands of lesser officials, however, are petty bureaucrats who keep France tied up in red tape.

While governments rise and life goes on in the traditional French way. A veteran New York Times correspondent writes that France enjoys a high level of production and relative prosperity and that her people are living physi-

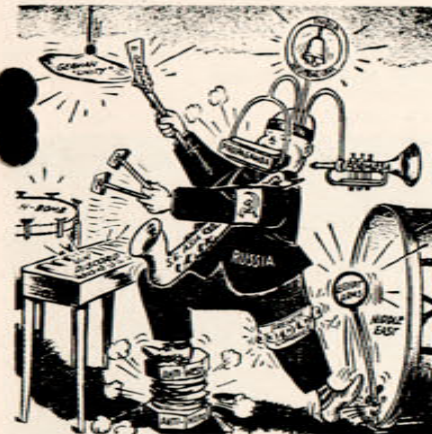
AFFAIRS

DR. L. A. GLINZ
Joint Services

ly at a higher level than at any time since the war. The writer states that the French worker still gives first priority to good food, at the cost of perhaps 50 to 60 percent of his income. Until he is assured of ample food he does not bother much about even a bathtub, let alone a vacuum cleaner, electric refrigerator or motor car.

There is a growing realization of the nation's need to adapt her economy to modern conditions, but old ways are hard to change. The French still regard their culture as the world's best and when France reconverts it will be in her own way.

'NOT GOOD BUT LOUD'



SPECTACULAR TOUR OF RUSSIAN CHIEFS OF STATE

AFTER treating the nations to a brief taste of the "Geneva spirit" this summer, the Russians by the end of the year had succeeded in restoring discord to the world. Some of the instruments by which they accomplished this are suggested in the above cartoon. Another instrument was the Asian tour.

The spectacular Asian tour of Premier Nikolai Bulganin and First Party Secretary Nikita Krushev did nothing to cement the bonds between East and West. The Soviet Press hailed this visit to India,



Her Majesty Queen Elizabeth II, with Portugal's President, General Oraveiro Lopes.

EXTRACTS FROM THE QUEEN'S CHRISTMAS BROADCAST TO THE COMMONWEALTH

"Year by year, new secrets of nature are being revealed to us by science—secrets of immense power for good or evil, according to their use. These discoveries resolve some of our problems, but they make others deeper and more immediate."

"Our new explorations are into new territories of scientific knowledge and into the unknown regions of human behavior."

"We have still to solve the problem of living peaceably together as peoples and as nations."

"We must adventure on if we are to make the world a better place."

"There are certain spiritual values which inspire all of us. We try to express them in our devotion to freedom which means respect for the individual and equality before the law."

"The Christmas message to each of us is indivisible: there can be no peace on earth without goodwill toward men."

"Scientists talk of chain reaction—of power releasing yet more power. This principle must be true when it is applied to the greatest power of all: the power of love."

Burma and Afganistan as a triumphal tour. But all of Krushev's exaggerated and inaccurate statements were not swallowed by his Asian hosts. For instance in Burma, which had been given its independence by Britain, Krushev shed crocodile tears, saying, "As representatives of a European nation, we are ashamed about what those other Europeans did before (in Burma). But not all Europeans

think as did the colonizer, (who had been) sitting on the necks of the Burmese people — interfering with the development of your economy and culture." The Burmese are quite capable of contrasting Russia's treatment of her satellites with Britain's treatment of Burma! Similarly Nehru told the Indian Congress Party that he had been "embarrassed" by the Russian

(Continued on page 34)

AUTOMOBILES



By
PETER
McLOUGHLIN

admit that these columns are directed primarily towards the enthusiast, and that we have no definite ideas on most automobile fields. Nevertheless, we sincerely hope that all criticism appearing is constructive and never destructive. An attempt is made to treat all cars in the same light when they are being discussed, letting criticism fall where it may, regardless of producer or owner. In our opinion such should be the nature of any discussion if it is to produce any results.

It is rewarding to see that the above policies are meeting with the approval of an increasing number of readers, however it is equally distressing to note that in this great country VOXAIR is the *only* magazine with any such positive aims. In fact it contains the only regular automobile department with any variety and scope! Readers, please remember that what we print is for your entertainment and guidance, therefore the stronger your support and comment the better the result. Anything you have to say is always welcome. Address your letters to: Motor Editor, VOXAIR, Officers Mess, RCAF Station, Gimli, Manitoba.

Because of the interest shown in the technical data of the individual car being driven we will attempt in future to increase this field. Thank you, Camp Borden. As you may have noticed we have dropped full road tests for the good reason that the time at our disposal makes it impossible to do a full and fair trial of each product. Furthermore, it is slightly difficult to carry the necessary equipment around in a T-33!

BRITISH PRICE REDUCTIONS

Don't be surprised if you have difficulty in getting a high price for your trade-in on a Morris or Austin product (excepting M.G. and Austin-Healey), as the recent price reduction on these cars has reduced the mark-up for the dealer to a very small margin.



Courtesy "The Motor"

The start of 1956 gives us a good chance to review the policy and aims of this section of VOXAIR. During the year and a-half that automobiles have had a voice on these pages, our scope and coverage has constantly broadened, but always, we hope, with the same end in view. We pull no punches, yet endeavour to give an honest and reliable picture of as many aspects of motoring as it is physically possible to cover, weighted, perhaps, towards the classic and sports-type car. Why? Because it is our firm belief that it is the design and functional characteristics of this particular type of car which will in the long run form the main influence on our family cars. Note that this opinion is rapidly gaining weight in design departments in Detroit. Many people may say that we are unjustifiably "anti" in our approach to certain cars or topics; nothing could be further from the truth. We will unashamedly

LE MANS REGULATIONS FOR 1956

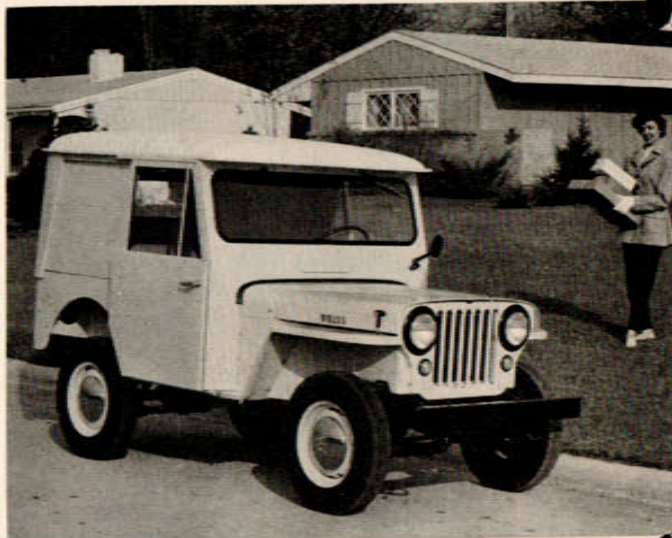
The race will be run sometime in early June, date at present indefinite pending modifications to the course. The following changes have been announced in the governing regulations:

- 1) Prototypes allowed up to 2.4 litres only.
- 2) Production cars of any engine size, but must produce 100 a year.
- 3) Engine displacement 1.3 if supercharged.

- 4) Minimum body width increased by 12 inches.
- 5) Must have two doors and usable seating for two.
- 6) Minimum windshield size increased to 35.43 in. x 7.88 in.

Bugatti

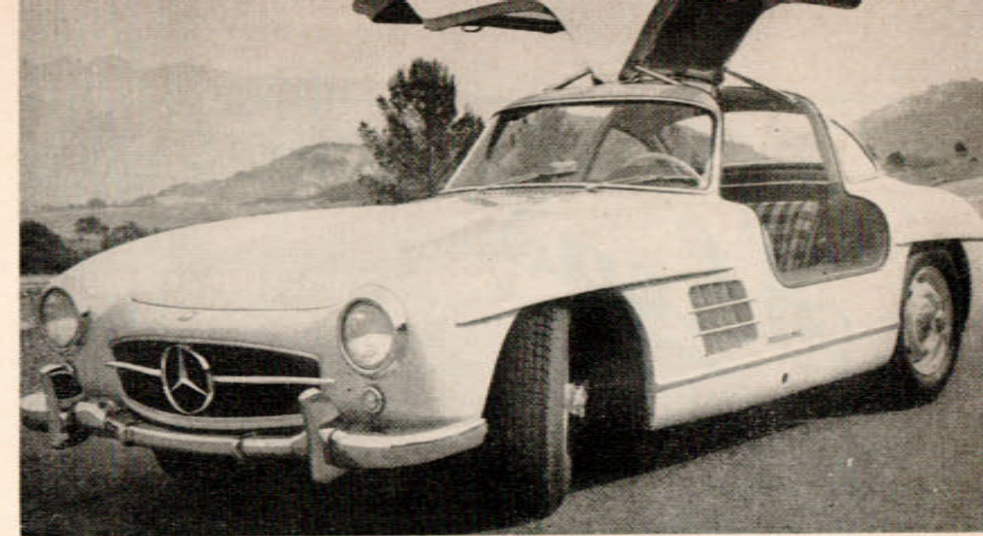
It seems certain that the new Bugatti Formula 1 machine will be an outstanding car this year. Regrettably, there is no sign of commercial production from this firm, all usable cash is being put into racing.



Willys Dispatcher

This economical little jeep has been introduced for the specific purpose of light delivery work and can be obtained in hard-top, convertible, or open model. All models are powered by the normal 4-cylinder, 60 b.h.p. engine.

ROAD IMPRESSIONS OF THE MERCEDES 300 SL



"Road and Track"

IT IS CANADA'S GREAT MISFORTUNE THAT, AS YET, THERE ARE ONLY TWO OF THESE MAGNIFICENT SPEED WAGONS IN THE COUNTRY, AND THROUGH THE GREAT COURTESY AND HOSPITALITY OF ONE OF THEIR OWNERS WE WERE ABLE TO EXAMINE AND RIDE IN THIS CAR.

There are no two ways about it, this is positively the most potent piece of machinery in production anywhere, leaving aside such exotic cars as the Ferrari and Pagano, which are in the millionaire's realm only. It only takes a quick survey of fifteen or twenty minutes to make you sit down and wonder just how it is possible to turn out that much car for the price. The finish, chrome, and ancillary equipment are perfect, all topped off by workmanship which is of the Swiss watch variety. Though the 300SL is basically a "prestige" car for the firm, it is likely that several hundred will eventually be built and will continue as long as demand lasts. This is purely and simply a driver's express—amazing comfort, fierce performance, delightful handling, and perfectly docile for town driving—what a combination! In addition, there is no difficulty involved for the owner who wants to enter the odd race for fun—all that is necessary is to drive



Tech Specs

Price—\$9,800 (\$7,300 in U.S.!), \$6,000 for RCAF personnel in Germany.
Wheelbase—94.5 inches
F & R Tread—54.5/56.5"
Tires—6.70/15
Test Weight—3100 lbs.
Steering—1½ lock to lock (special)
Weight Distribution—49/51
ENGINE—6 cyl, sohc, 3.35 x 3.47, 182.8 cu. in. (2,996 cc)
Fuel injection
H.P.—240 at 5800 (127 m.p.h.)
m.p.h./1000 r.p.m.—22.0.
m.p.h./2500 f.p.m.—95.1 (3.64 rear end)
4-speed synchromesh transmission
PERFORMANCE
Top Speed—140 to 160 in standard trim
0-60—7.4 secs.
0-100—17.2 secs.
Standing ¼ mile—15.2 secs.
Speedometer error—plus 9 at 100 (one particular car)
Fuel Consumption—20/23 m.p.g.

the car onto the course, preparation being nearly nil.

The lines to us are obviously Teutonic, yet, besides being purposeful, are very graceful from any angle. We would also venture to state that it is the most rigid car on the market. Damageable parts are mostly steel, including the turret, and the balance is aluminium; the bumpers also are functional and solid, as well they need be. A rear view shows you how perfectly the streamlining has been completed; note the two cockpit air conditioning vents above the rear window. The trunk looks large from the exterior but is completely filled with the spare and

a 35-gallon gas tank, but the space behind the seat looks adequate for most travelling needs. Don't mention children in that space, for to our minds their presence in this projectile—unless bolted down—would be suicidal, to say the least. According to the owner tuning is most boring, for none seems to be required—the car just goes and goes, which might annoy the fiddling enthusiast. Furthermore, reliability is outstanding; we were informed that six months after purchase a man came around from the factory to give the car a general check-up, and amongst his tools carried a little bottle of red paint. The purpose? All nuts have a stripe of yellow paint put on when leaving the factory and should any be found needing tightening a dab of red is applied. Not ONE nut could be tightened!

Though this car is built for outstanding performance, no item of comfort



(Continued on page 35)

Shea's

WINNIPEG BREWERY LIMITED

COMPLETE DELIVERY SERVICE TO
MARRIED QUARTERS ON REQUEST

PHONE SU 3-7222

DAY OR NIGHT

CLEANERS

New Method

LAUNDERERS

372 Burnell St.

Winnipeg, Man.

WHY PAY RENT!

Buy a GLENDALE MOBILE HOME



H & C MOTORS

HEWLETT AND CHENNELLS

1288 PORTAGE AVENUE, WINNIPEG 10, MANITOBA

For what you are now paying for rent, you could own a luxurious modern home on wheels. The ideal accommodation for service men and families.

It is equipped with combination studio couch, large double pane picture windows, full floor traverse, drapes, over-head mirror, door chimes, large Duotherm heater with automatic blower and under floor heating. Drop leaf table and chairs, double kitchen sink, frigidaire and a beautiful four burner propane gas stove with automatic oven. You also get a good sized bathroom including shower, bath and sink and, for the best sleep and more rest, you will find these comfortable beds with spring-filled mattresses the best investment you have ever made.

Built by Canadians for Canadians, for as little as 20% down, and as long as five years to pay the balance.

A SMALL FORTUNE

will pass through your hands in the next few years.

How much will you keep?

Investors Syndicate savings plans are approved by the R.C.A.F. for payroll deductions.



ANDY GRIERSON

Former member of the R.C.A.F.

Your accredited Investors Syndicate representative

Residence Phone: 4-7310
Business Phone: 93-8617



H. BROCK SMITH

Manager, Winnipeg Division

Investors Syndicate is also distributor and investment manager for Investors Mutual of Canada Ltd.

John Roddy LTD.

- UNIFORMS
 - BATES HATS
 - AQUASCUTUM & CROYDON RAIN COATS
 - ARROW SHIRTS
- ## THE OFFICERS' SHOP

PORTAGE NEAR KENNEDY

WINNIPEG, MANITOBA

BITS and PIECES

By "BRIT"

Brand new volume, brand new year, brand new resolutions, same old hangover. Having just lost a round to the annual winter cold, the grey matter isn't functioning too well so, please, no bedtime story tonight, kiddies. Instead of B & P, this should be called "fractured fragments."

Seems like time passes slower and slower up until two shopping days left, then—zoom! Kids hanging up stockings, adolescents singing carols, and Pop sampling the cheer—a mad rush to get the tree up and straightened, decorated, find the mistletoe and call in the neighbours, drag out the accumulated loot and set it all under the tree, casually kick a couple for "the old man," maliciously place the ever-loving's on the bottom of the pile, emphatically deny peeking, surreptitiously peek; the early awakening, the exclamations, recriminations (too expensive), congratulations, and, "Is that all?" from the far corner. The big turkey (sickening word about now, isn't it?) all the fixings, the kids put away. Why is it, with all the toys around, they prefer balloons? The silliest thing we can recall was a topflight television comedian trying to sing Carols seriously. The rest of the holiday rushes past and back to work, sitting around with the section, batting the breeze, trying to swindle a raise from the boss, promotion and PC list and the rest of the week shot. Saturday afternoon, the cold coming on, the ever-loving saying, "die tomorrow if you must, tonight we are going out." Loud noises, music, dancing, Happy New Year, lots of food, some of this, a bit of that, coffee, "let's go home." Two days in bed, see the MO, two more days in bed, back to work, DEADLINE, scramble.

Wasn't it all wonderful? Let's do it again next year.

Hand in the column, wait for approval or request for rewrite, pray, see it in print, wait and wait and wait for comment or mail, ask for criticism from friends, revise estimate of friends. Wonder if anybody reads this, wonder if anybody can read, decide people only look at Voxair to see the Vixen. If we cut out everything except the Vixen and the advertising, we could fire everybody including me, but then I wouldn't get a free copy, so won't someone please write? Please?

PARTICLES . . . Here is the big contest we promised you a while back. Just drop a line to "Brit c/o Voxair" answering this question:

"What is the difference between a duck?"

And if you think that's a misprint you should have heard the Editor! We'll accept anything up until 28th February, and announce the winners in the March issue. Prizes are a deep dark secret right now, also non-existent, but we'll scrape up something there, too. . . . The new station telephone books are sure handy. The old one was getting so dog-eared, doodled on, and outdated, it was almost useless. . . . A closing thought to mull over—only 288 shopping days till Christmas.

CRUVER & MORGAN

SPORTING GOODS LTD.

NEW WESTMINSTER, B.C.

TELEPHONE 3268

519 COLUMBIA STREET



QUICKLY-SAFELY-ECONOMICALLY

- Over 75 agents located in all major Canadian Cities.
- Safe — careful moving anywhere on the continent — you get there on time!
- Our experience means your household possessions are protected every foot of the way.
- Complete—personal — service unequalled anywhere.
- Phone the agent in your city — the smartest move of your life!

Allied Van Lines

Allied Van Lines use the most modern moving equipment — their agents always have complete furniture storage facilities and every worker is experienced, trustworthy!

Take the worry out of moving — call the Allied agent in your town!

ALLIED VAN LINES LTD.
Agents in all principal cities... see your telephone directory

Maurice Hardman discusses . . . HIGH FIDELITY

High Fidelity is a phrase much in the news nowadays; you see it in advertisements, you hear it talked about, and you read about it. The purpose of this article is to investigate it, and find out just what it is and what it will do. However, as a word of warning to the technical types who might read this, let it be stated immediately that the writer is no technical expert. The article is written from the point of view of the consumer—the man who enjoys listening to records, and is interested in how the sound is produced, but whose professional knowledge of it is slight.

To begin with it can be said with confidence that when you hear High Fidelity there is no mistaking it. The difference from the sound produced by the ordinary record player, or even the expensive radio combination model is pronounced. If you once hear "Hi-Fi" you will not be happy until you have got it. What then is the difference? It lies, I think, in three things—wide sound frequency range, bigger differences in volume between the loud and the soft parts of the music, and a much clearer definition of instruments, so that, instead of hearing a confused babel of sounds, you can hear the characteristic sound of each type of instrument in the orchestra, clearly distinguished from the rest. The whole effect is to make it seem that the music is being produced right in your room.

Let's investigate these three points in turn, first considering the wider frequency in sound. The normal human ear can hear sounds as low as they can be made, but it suffers from a sharp limitation at the upper end. Very high pitched notes cannot be heard by human beings at all, although they can be heard by some animals. The upper limit of audibility varies from one person to another, but it is usually about 12,000 to 15,000 vibrations per second. To hear music properly your sound reproduction system should produce notes over the whole of this range right from 15,000 vibrations per second down to the very lowest notes. High fidelity equipment does a much better job at this than the conventional record player. Whilst it is likely that it will not produce the very lowest notes, unless it is an expensive set, it will produce notes with frequencies reaching 15,000 vibrations per second, compared to a limit of about 8,000 to 10,000 with the conventional set.

Now let's consider the difference in volume. If you listen to a symphony orchestra one of the most striking things you will notice is the very large variation in the volume produced by the orchestra, from the merest whisper right to the most overwhelming avalanche of sound. To get realism from your set you should be able to reproduce at least some of this difference. No sound system can cope with all of it, but here again the Hi-Fi set is far superior to the conventional set because of the much larger reserve of power it has available for amplification.

The third characteristic of hi fi reproduction is clear definition of sounds, so that the various instruments can be distinguished from each other. The effect of this is to help to give a sensation of "liveness" or presence to the music heard, and it is perhaps in this respect that the hi-fi set differs from the conventional set most of all. With the ordinary set you are never in doubt that it is a record you are listening to and not the original music, but with a hi-fi set this is by no means so obvious.

Having noted the outstanding characteristics of a high fidelity set let's turn our attention to the components of the set itself. They are essentially three in number—the record player, the amplifier, and the loud speaker assembly. All three of these components are of better quality than those in a conventional set. The pick up in the record player must be capable of transforming the minute variations in the groove of the record into electrical impulses, the amplifier of amplifying these impulses, and the loudspeaker of transforming the amplified impulses into sound, and in all cases the job must be done very efficiently. The resultant hi-fi set is only as good as its weakest component, so that you must make sure that all three components are good. Do not forget either that the record itself must be of high quality. However good your hi-fi set may be, it cannot do the impossible. If the sounds are not on the record in the first place it cannot reproduce them. Consequently if you want to try out a hi-fi set, you must try it with a hi-fi record, preferably one especially prepared for this purpose. Many of the major record companies have such records on the market, and if you really wish to test the capabilities of high fidelity you would be well advised to use one of these.

Very few of us nowadays are in the happy position of being able to go out and buy anything we like, and, however much you are impressed by high fidelity, the question of how much it will cost to obtain it arises. If you have to start from scratch then it can be quite expensive, for a really first class set very expensive indeed, but assuming that you can be satisfied with something less than superlative, and already possess a radio combination of your own, then it need not cost too much. You probably can still use your old record player if you install a good needle and cartridge in it, and you can probably still use the cabinet of the combination. You will however have to install a good loudspeaker in it, that can cope with a wide range of sound, and, almost certainly, you will have to replace your radio by a proper hi-fi amplifier. Although you can do these changes in steps, it will still cost money, but, spread over a period of time whilst you improve your present set bit by bit, I think you will agree that the result is worth it.



For the latest and best is music buy
A COLUMBIA RECORD
See Gerry Chipman
at the record bar

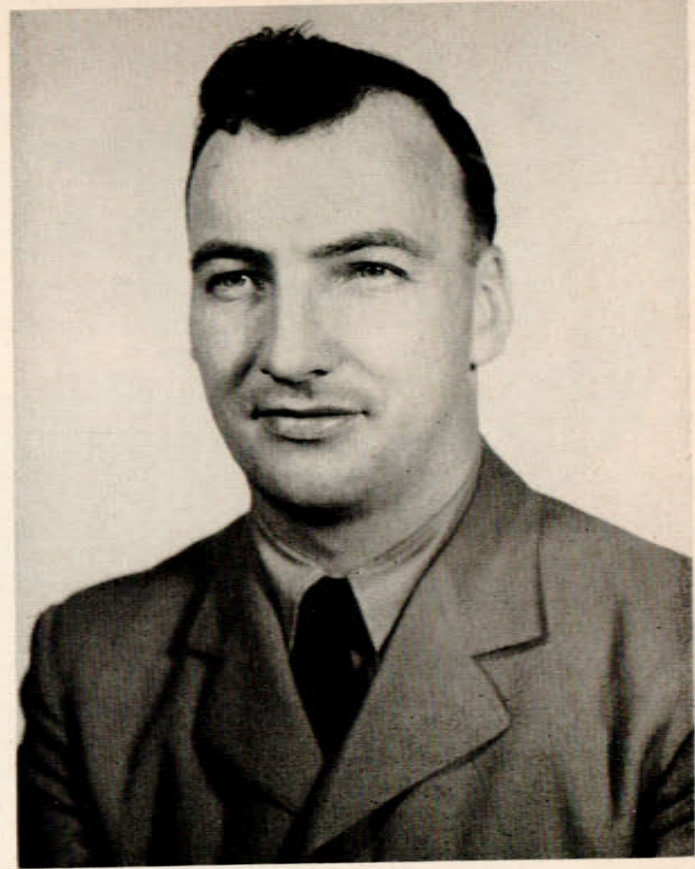
DEER LODGE RADIO-T.V.
Portage at Sharpe
St. James, Man.
Telephone 6-1016

To work in clothing stores for three years and still remain popular is surely an indication of an unusual character and personality. Cpl. "Jess" Grace has done this, and still he smiles.

Personality

Born and educated in Newfoundland, he did not see the outside world until he enlisted at the age of 22 in January of '51. Even then, at first it was a brief glimpse because after basic and trade training, he was transferred to Goose Bay. His next move was to Winnipeg, and then things began to happen in earnest.

CPL. JESS GRACE



First he was chosen to be a member of the RCAF Coronation Contingent—the right-hand marker no less! Then he met and married Pat Garnett, was promoted to the rank of corporal, and in the summer of '54 a son "Mike" was born. Now he is sitting back catching his breath and wondering what will happen next.

Jess is living proof of the settling effect that marriage and parenthood can bring about. As a bachelor he was active in just about every team and individual sport that is played. Now he reads the newspaper, watches TV, and the remainder of his spare time is spent in being a husband. The energy that in the past was devoted to sport is now used to defend the

Blue Bombers against any and all suggestions that they are perhaps not the finest team in Canadian football. When they lose a game he says "we was robbed," and when they win "what did you expect?" An indication of the high regard

that Jess has for the Service is reflected in the fact that he would like to enter his son in the Royal Military College. It's a long way off—but he is determined. The best of luck, Jess, and long and happy Service.

Insurance Real Estate

BELL-IRVING INSURANCE AGENCIES LIMITED

930 WEST PENDER STREET VANCOUVER 1, B.C. PACIFIC 4341

Quality Flowers *The Orchid*

At Lowest Prices TAMMAS SCOTT

310 DONALD ST. PH. 92-3404

FLOWERS TELEGRAPHED WORLD-WIDE

A NAME OF INTEGRITY THROUGHOUT CANADA

DUECK

ON BROADWAY

- CHEVROLET
- OLDSMOBILE
- CADILLAC

West Broadway
Vancouver, B.C.
Canada's Largest
Automobile Dealer



Joan, wife of LAC J. B. Smith (Photo Section), watches Kevin and Wayne as they relay their requirements to "the man of the hour."



Santa Claus McNee, being a modern old gentleman, avails himself of one of the twentieth century's most useful inventions to make himself heard above the excited babble of young voices.

CHRISTMAS TREE PARTY
AT WINNIPEG
FOR CHILDREN OF RCAF
PERSONNEL



LEFT: "Here he is at last. I wonder what kept him so long!"

BELOW: "Yes, I've been a good girl . . ."

ABOVE: Kelvin, 19 month old son of Sgt. Land (Armament Section) seems a bit dubious about accepting his present, but he seems to have a pretty firm hold on it as, in the lower picture, he waves goodbye to Santa.



BELOW: Danish Student Sgt. I. Skjoth of Stranhusepr, Kolding, Denmark, helps Phyllis accept her present from Santa.



FLIGHT CADETS
CHRISTMAS PARTY
FOR
UNDERPRIVILEGED
CHILDREN

RIGHT: A/P/O E. J. Killin of Hounslow, England, seems to have won the hearts of these three little girls.



On December 17, members of Officers Mess "B" (NATO, RAF and RCAF trainees) held their annual Christmas Party for more than 100 underprivileged and orphan children from the Winnipeg area.

The party was highlighted by the arrival of Santa Claus (F/C Ron Pull of Voxair) with gifts for all the children.

The children watched cartoons played games, and filled up with cookies, ice cream and "pop".



BELOW: Group Captain Jacobsen, Commanding Officer, looks on as two youngsters examine their presents.



LARGEST TURBINE-POWERED TRANSPORT HELICOPTER FLOWN BY PIASECKI

CARRIES 40 PASSENGERS

The world's largest turbine-powered transport helicopter—the 40-passenger YH-16A "Turbo Transporter"—was flown early last week in the first public flight demonstration of the huge craft.

Designed and built by Piasecki Helicopter Corporation, Morton, Pa., for the U.S. Air Force's Air Research and Development Command, the YH-16A is powered by two YT-38 shaft turbines—gas turbine engines whose power is harnessed to turn the Turbo Transporter's two giant rotors, rather than to provide thrust. Allison Division of General Motors is the designer and builder of the turbine engines.

The YH-16A, which weighs over 16 tons, has a top speed of approximately 150 mph. Its fuselage, which is 77½ ft. long, is large enough to accommodate three jeeps. Each of the three-blade tandem rotors of the Turbo Transporter measures 82 ft. in diameter.

During recent flight tests, the aircraft demonstrated its ability to fly and maintain altitude with normal load with one of its two engines purposely shut off. This demonstration of multi-engine reliability, in addition to autorotative flight with both engines off, is another advancement in air transportation safety.

Like its piston-engined predecessor, the YH-16A was built by Piasecki as part of a heavy cargo helicopter program designed to answer a military requirement for a 5-7 ton capacity cargo or troop-carrying helicopter. Data gathered from ground and flight tests of the new YH-16A are being used in building a third transport helicopter of even greater payload and a higher speed. Designed to carry 69 troops, the YH-16H is expected to be the production version of the Turbo Transporter.

The use of gas turbine engines in helicopters offers several important advantages over standard re-

ciprocating engines. The turbine engines of the YH-16A are considerably smaller and lighter than piston engines of comparable power. This extra space in the helicopter interior can be used for passengers and cargo.

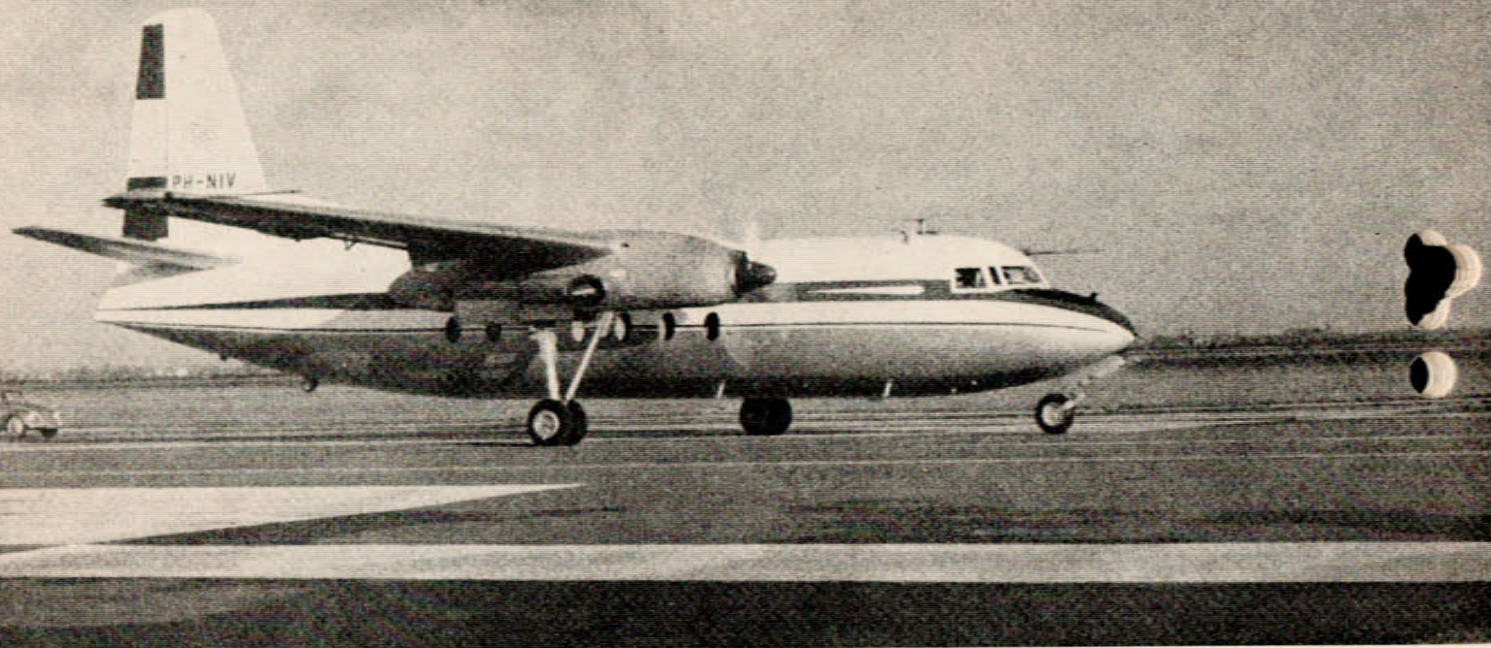
Unlike piston engines, which have a high rate of fuel consumption at high power, the turbine operates at its optimum fuel consumption in the higher power ranges. The most economical speed for a turbine-powered helicopter therefore is its maximum speed, and whenever a helicopter must operate at high speed for long periods, the turbine offers an advantage.

In short missions, rescue work, or in any operation where a good part of the helicopter's time is spent in power-demanding take-off and hovering, the fuel consumption advantages of the gas turbine engine at maximum power again scores over the piston engine. These factors, when combined with the

lower cost and greater safety of turbine engine fuel, offset the generally higher fuel consumption of the turbine.

In addition, the turbine engine is easier to service and maintain than the piston engine. The smaller size and compactness of the turbine makes it easily removable. No cooling fan or extensive oil system is required and since the turbine does not require an appreciable warm-up period before high power for take-off can be used, ground warm-up time is not required.

Because the power of a gas turbine is derived from a continuous burning of fuel and the smooth flow of gas over the turbine blades, rather than from pulsating pistons, the vibration and noise level of the turbine-powered YH-16A is markedly lower than that of the reciprocating engine YH-16. This, in turn, means greater passenger comfort, reduced pilot fatigue, and longer operating life for both engines and airframe.



FOKKER "FRIENDSHIP" ON MAIDEN FLIGHT

The prototype F. 27, a twin-engine local service and executive transport, first flew at Schiphol Airport in Amsterdam, Holland, on November 24th and on December 10th had completed 10 flights.

A 45-minute test hop was made with R. A. Henson, Fairchild's Manager of Flight Test, at the controls. Henson, who has just returned from Holland, reported that the "Friendship" has excellent flight characteristics.

The F. 27 is a high-wing tricycle gear transport designed to carry 36 passengers in short and medium range service. The "Friendship" has attracted considerable interest as a replacement for present DC. 3 equipment. It is powered with two Rolls-Royce "Dart" RDa6 engines, turning 12-ft. Rotol propellers. It has a wing-span of 95 ft. and in its present configuration is 73 ft. in length. The production aircraft will have an additional 3 ft. of fuselage length. Cruising speed is more than 270 m.p.h.

Second prototype nearing completion in the Fokker Factories will be used for static and pressure testing.

LAST RIDE—A detailed steel-and-rubber anthropomorphic dummy dressed to resemble North American Aviation Test Pilot George F. Smith is lowered into the cockpit of a rocket sled at Edwards Air Force Base. This is the final preparation for a blistering test run of nearly 700 mph. to duplicate the supersonic ejection escape made by Smith last February. The dummy is an exact replica of Smith in respect to size, weight, and even the clothes worn at the time he became the first man to live through a supersonic low-altitude bailout. The rod protruding from the torso is the antenna for telemetering equipment inside.

North American



TECHNICAL NEWS

Edited by
S/L C. CHESHIRE



FOKKER TWO-PLACE JET TRAINER

The Fokker S-14 two-place intermediate jet trainer arrived in the United States in December for a demonstration tour of Air Force and Navy air training bases throughout the country. Fairchild Aircraft holds the rights to manufacture and sell the Dutch trainer in the United States.

Late in January, Fairchild plans to fly the S-14 to the Washington-Baltimore area, where demonstrations will be made before representatives of U.S. Air Force headquarters, the Air Research and Development Command, and the Royal Canadian Air Force.

Fairchild officials said that they believe the Dutch-developed trainer can be "Americanized" to fit some phases of both Air Force and Navy jet training requirements. It is less complex than trainers currently operational with the military ser-

vice, and it requires less maintenance because of this absence of complicated systems. Fairchild also reported that the S-14 possesses stall and other performance characteristics considered desirable for primary flight training phases.

The trainer, now in production at the Royal Netherlands Aircraft Factory Fokker in Amsterdam, has a wingspan of 39 feet and an overall length of nearly 44 feet. The model to be demonstrated here is powered by a Rolls-Royce Derwent "8" centrifugal flow gas turbine engine rated at 3,470 pounds' thrust. It takes off over a 50-foot obstacle in about 3,300 feet and climbs at the rate of 3,000 feet per minute. At 25,000 feet altitude, the plane has a maximum range of 600 miles without wingtip auxiliary fuel tanks.

JET PROVOST TRAINING EXPERIMENT BY ROYAL AIR FORCE

On the 21st September, an intake of 18 cadets began their flying training on Hunting Percival Jet Provost training aircraft at No. 2 Flying Training School at Hullavington, England.

Previously all RAF pupil pilots had carried out at least 120 hours on piston-engined aircraft before flying jet-powered aircraft.

The first of 12 students without previous experience flew his first

solo on the 17th October, after 8 hours 20 minutes flying instruction in the Jet Provost. He was Cadet T. Foster, who thus became the first person in the British Commonwealth to fly solo in a jet-powered aircraft without having first flown piston-engined aircraft.

Before the end of October all the 18 cadets had flown solo in Jet Provosts. For a complete intake of pupils to achieve solo flight is a most exceptional event, and it speaks well for the docility of the Jet Provost—an aircraft capable of 300 miles per hour in level flight.

For the group of pupils with previous experience the average number of hours' instruction before the first solo flight was 9 hours 15 mins.—the shortest time being 7 hours 15 mins. and the longest 10 hours 45 mins. For those without previous experience the average was 11 hours 15 mins.—the shortest being 8 hours 20 mins. and the longest 15 hours 35 mins. The average for the whole intake of 18 cadets was 10 hours 35 mins.

Most of the flying was done at Keevil Aerodrome, which is a relief landing ground for Hullavington, and all flying has been on concrete runways. This naturally means that landings and take-offs are frequently made out of wind—conditions which present no difficulties to the Jet Provost with its nose-wheel undercarriage.



Chaplain's Page

By
F/L PAUL GORIEU
R.C. Chaplain

AN INSPIRING GUIDE TO LOVE AND MARRIAGE

THAT is what Fulton J. Sheen's unique book, "Three to Get Married," is called, and every page of it is that and more.

It isn't a new book and many of you may have already read it. Those who haven't would certainly be enriched by it. Not because this is a Leap Year and that reading it would instill the necessary courage to make the jump from one state to that other . . . but because this book gives, without pulling any punches, the answers people want to hear on love and marriage, not as made to fit into a movie plot, but as the means to achieving true and lasting happiness in their individual lives.

During the Victorian era, people shunned the mention of sex and talked of love as something entirely spiritual. Today, the pendulum has swung the other way. To a great extent, our age has gone in for the cult of the body, and love, in the minds of many, is something entirely physical.

Bishop Sheen's book has done his

readers a tremendous service by forcefully placing love and sex in their proper perspective in regard to marriage.

The present breakdown of the sanctity of marriage, and the sight of many others who fail to find happiness together a few months after the honeymoon is over, lead many to wonder, "What has gone wrong? They were in love once, yet today—look."

There are many aspects, spiritual, moral, physical, intellectual, to the building of a true marriage. In every case where marriage fails, married people have failed to consider properly one or the other of these aspects.

And therein lies the merit of Bishop Sheen's book. It is an integration of married life. The answers ring true and are given in plain understandable English. Love, sex and marriage are beautiful if seen and understood in their proper perspective, and Bishop Sheen presents them in that perspective.

Here is what one American re-

viewer says about it: "This is a book you must have in your library. Read it and re-read it whether you are married or single because it is the answer to troubled Americans who suffer from the easy dissolution of the marriage contract, illicit partnerships, tension between husbands and wives, conflicts between parents and children. Fulton Sheen offers a remedy. We can use it."

And another says: "'Three to Get Married' will leave you only one regret: how much richer your life might have been if only you could have read this book even sooner."

The New York Times had this to say: "Many will look to this book for help . . . and help they will find. The coverage is extensive: sex, married love, parent-child relationships, pre-marital chastity, divorce, re-marriage after divorce, contraception. . . . Bishop Sheen has set sex and marriage in their right dimensions."

"Three to Get Married," in pocket-book format, is now on sale on all book-racks.

FOR THE FINEST SELECTION OF CAMERAS, PROJECTORS AND PHOTO ACCESSORIES VISIT

The Camera Shop

350 Donald Street, Winnipeg

Ph. 93-5518

See . . . PHILIPS TELEVISION FOR '56

IRELAND'S
Furniture and Appliances

Before you decide

"You'll be pleased with our prices and happy with our service"

210 FRONT ST.

BELLEVILLE, ONT.

DIAL WO 23401

Silverwood's DAIRY PRODUCTS

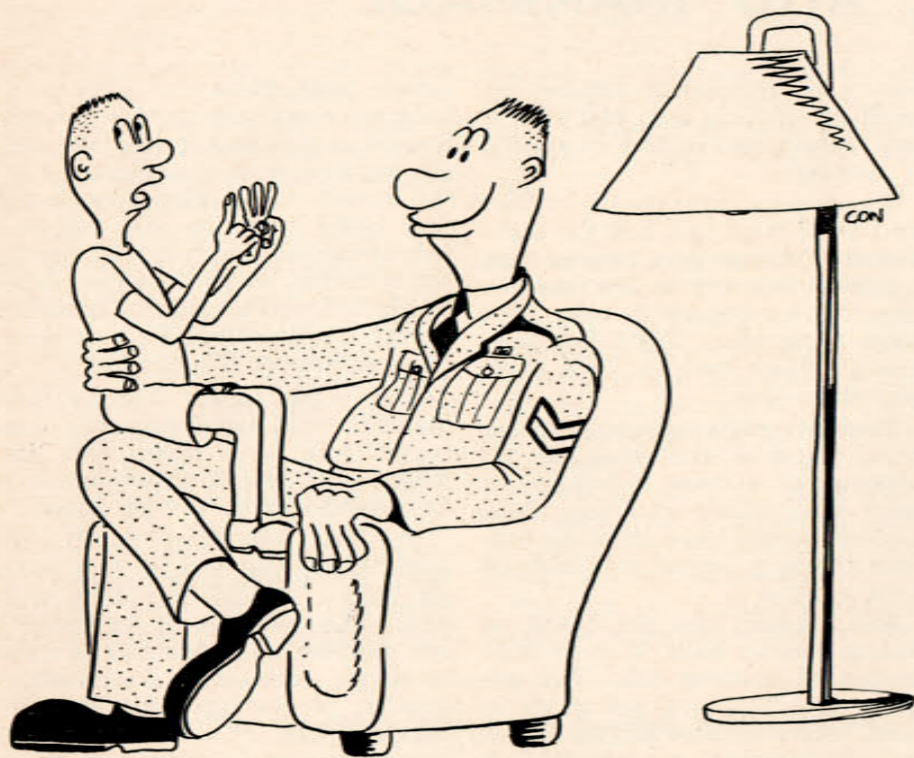
- Safe Milk
- DeLuxe Ice Cream
- First Grade Butter

THE PORTAGE HOTEL

Portage La Prairie

COMPLETE FACILITIES - Dining Room and Parlor

rooms
\$2.00
and
up



"UH - FLYING OFFICER, FLIGHT LOOTENANT, SQUADRON LEADER, WING COMMANDER, AND THEN CORPORAL AND GROUP CAPTAIN, AN'-----"

Connolly—Voxair

CINEMA

January 26
DAM BUSTERS (G)
Richard Todd Michael Redgrave

January 27
MA AND PA KETTLE AT WAIKIKI (G)
Marjorie Main Percy Kilbride

January 28
CLIPPED WINGS (G)
Children's Matinee

January 29
PRIVATE WAR OF MAJOR BENSON (A)
Charlton Heston Judy Adams

January 30
THE SHRIKE (A)
Jose Ferrer June Allyson

January 31
THEY WON'T BELIEVE ME (A)
Robert Young Susan Hayward

February 1
SNOWS OF KILIMANJARO (A)
Gregory Peck Susan Hayward

February 2
BATTLE CRY (A)
Van Heflin Mona Freeman

February 3
BELLE STARR'S DAUGHTER (G)
Children's Matinee

February 5
TRIAL (A)
Glenn Ford Dorothy McGuire

February 6
BUFFALO BILL (G)
Maureen O'Hara Joel McRea

February 7
THE HIGH AND THE MIGHTY (G)
John Wayne Claire Trevor

February 8
NIGHT HOLDS TERROR (A)
Jack Kelly Hildy Parks

February 9
SVENGALI (A)
Donald Wolfitt Hildegard Neff

February 10
BELLS ON THEIR TOES (G)
Children's Matinee

The Clarendon Hotel

IN DOWNTOWN WINNIPEG — OPPOSITE EATON'S
FULLY-MODERN ROOMS — \$3.00 and Up



Voxair Vixen
Cyd Charisse
Courtesy M.G.M.



GRADUATING CLASS 5417/18 LR

LOUIS, YOU'RE A GOLDARN JEWEL!



Dark ominous clouds threatened from the western horizon. Streaks of lightning flashed through the sky besieging Winnipeg aerodrome like rocket fire from an invading fleet of space ships. Only the most courageous would care to fly on a day like this—the only the most foolish. But, what's this? A shaft of light sends its yellow beam through the early morning gloom silhouetting nine giant Dakota aircraft perched at readiness on the tarmac. Where is it coming from? Why, it's coming from room 208 of the long-range school — The Empire of AOS. (Ladies, please remove your hats.) As we approach the light we wonder what could be going on in the stronghold of the mighty. Ah, through this window we can see a briefing room, and in it twenty strong-willed, determined, courageous, reckless, handsome (?) officers are sitting at a row of tables listening intently to a gaunt, weary, limp figure (the instructor) standing at a blackboard.

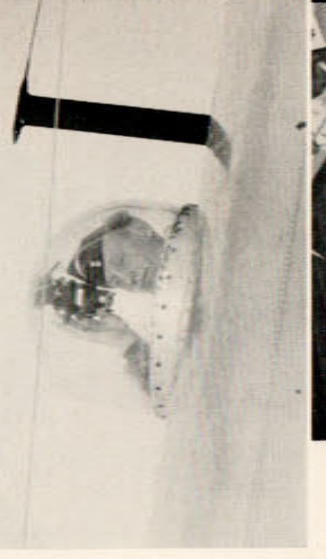
(Continued on page 36)



BELOW, l. to r.: A/P/O Tolcher, P/O Lee, F/O Dedd, and A/P/O Davey.



Clockwise from bottom left: F/C Wright, A/P/O Foxwell, Lt. Ertou, P/O Minter, P/O Lee and F/C Frisen, 2nd/Lt. Bezel.



A/P/O Orchard, A/P/O Cosson, F/O Bain (Class Director), F/C Svendsen, F/C Holley, 2nd/Lt. Tugrul, A/P/O Hotes, P/O Overnell.



F/C Higgins
Hometown: Halifax.
Nickname: Rancid Ron.
Favourite Saying: "Man, she's a living doll."
Probable Destination: Pilot, with English accent.

F/C Jenks
Hometown: Owen Sound.
Nickname: Par Len.
Favourite Saying: "I got a birdie."
Probable Destination: Captain on the Erie Canal.

F/C Jurgenson
Hometown: Ottawa.
Nickname: Bubbles.
Favourite Saying: "Whuff, whuff."
Probable Destination: Blowing bubbles.

F/C LaChance
Hometown: Quebec.
Nickname: Rogus Roger.
Favourite Saying: "I don't know . . . jeez!"
Probable Destination: Doctor at sea.

F/C Taylor
Hometown: Toronto, Ontario.
Nickname: Gangrene George.
Favourite Saying: "Left, right and dead centre."
Probable Destination: Spooof's little Joe boy.

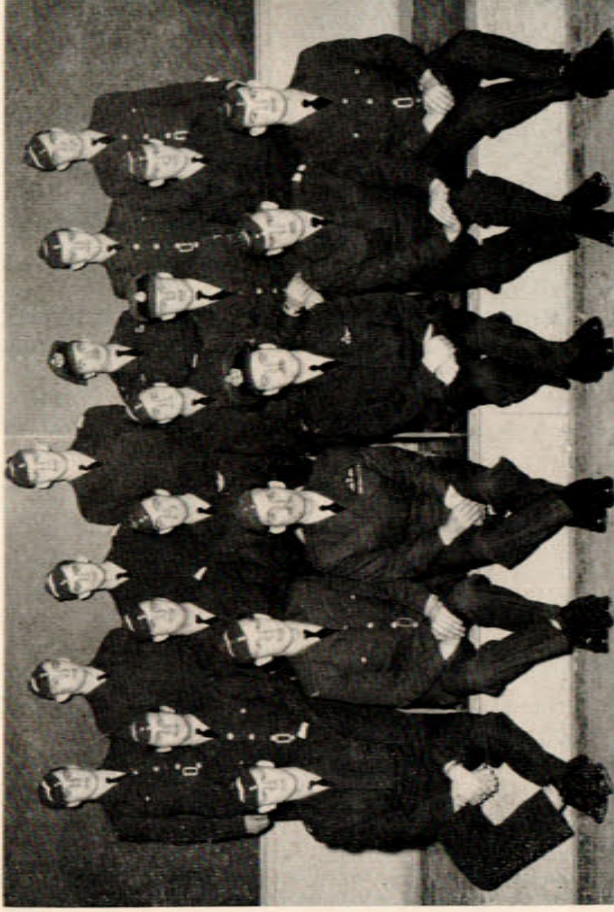
F/C Naylor
Hometown: Pictou, Nova Scotia.
Nickname: Warwick Garry.
Favourite Saying: "Let's Get Stoned."
Probable Destination: To become Don Marker.

F/C Hoepfner
Hometown: Abbotsford.
Nickname: Don of the Sack.
Favourite Saying: "Go 'way, I'm sleepy."
Probable Destination: Strawberry Warlord of Lower Fraser.

Sgt. Christenson
Home: Denmark.
Favourite Saying: "Hald kief fe femme fe hellve."
Probable Destination: Black hole of Calcutta.



GRADUATING CLASS 5416 (AI)



BACK ROW, left to right: F/C's Mack, Haevsey, Roy, Richardson, 2nd Lieut. Cornelius, F/C's LaChance, Wilton. CENTRE ROW: F/C's Jokinen, Naylor, Rawson, Sgt. Christenson, F/C Jurgensen. FRONT ROW: F/C's Higgins, Penny, F/L Douglas (Course Director), 2nd Lieut. Van Everbrooke, F/C's Hoepfner, Jenks.

F/L Douglas
Hometown: Winnipeg.
Favourite Saying: "Any questions, SFA . . . he hopes!"
Probable Destination: Cold Lake on

F/C Richardson
Hometown: Edson, Alberta.
Nickname: Charmer Ron.
Favourite Saying: "The way I got it figured."
Probable Destination: Gigolo at 25.

2nd/Lieut. Cornelius
Home: Belgium.
Nickname: Belgium Bill.
Favourite Saying: "Another 'Below Average.'"
Probable Destination: Saloon on the Sahara.



F/C Roy
Hometown: Ottawa, Ontario.
Nickname: Mighty Moc.
Favourite Saying: "Get married, fellows."
Probable Destination: Married at 30.

F/C Haevsey
Hometown: Ignace, Ontario.
Nickname: Smart Bill.
Favourite Saying: "Rye, Len?"
Probable Destination: CNR switcher.

F/C Mack
Hometown: Montreal.
Nickname: Silent John.
Favourite Saying: "All right, you guys."

F/C Penny
Hometown: Grand Prairie, Alberta.
Nickname: Crash Ken.
Favourite Saying: "Now comes the argument."
Probable Destination: Auto wrecker.

2nd/Lieut. Van Everbrooke
Home: Belgium.
Nickname: Pecos Pete.
Favourite Saying: "Sure."
Probable Destination: Navigator du Place Pigalle.

F/C Rawson
Hometown: Edmonton.
Nickname: Eskimo George.
Favourite Saying: "Large orange, please."
Probable Destination: Assistant trader at Nelson House.

F/C Jokinen
Hometown: Port Arthur, Ontario.
Nickname: Lonesome Lorne.
Favourite Saying: "You're firing a good ball."
Probable Destination: West End Bearcats.

F/C Milton
Home: Newfoundland.
Nickname: Goodbye, Bob.
Favourite Saying: "Newfoundland."
Probable Destination: Newfoundland.

GRADUATING CLASS 5417 (AI)



BACK ROW, l to r.: F/O Kirby, F/L Abercrombie, F/C Brown, Sgt. Skjoth, F/C Murray, F/C Rasmussen, F/C Twinn. CENTRE ROW, l to r.: F/C Haskell, F/C MacPherson, F/O Lafrenier, 2nd/Lt. Rousseau, F/C Wilding. FRONT ROW, l to r.: F/O Homan, F/C Heather, F/O Gabriel (Class Director), F/C Burke, F/C Desmedt.

F/L Abercrombie
Nickname: "Jake."
Hometown: Winnipeg, Man.
Usually Seen: In the Big "A."
Ambition: To leave Winnipeg.
Favourite Expression: "Dam' fool, probably got a P.C."
Pet Peeve: Winnipeg.
Probable Destination: AI Staff, Winnipeg.

Brown
Nickname: "Killer."
Hometown: Meaford.
Usually Seen: (Don't have to; just use your nose).
Ambition: To take control in hearts.
Favourite Expression: "Put a heart on that."
Pet Peeve: Grubby.
Probable Destination: Courtland, New York.

Burke
Nickname: "Slim."
Hometown: Chapeau, Quebec.
Usually Seen: At the bar.
Ambition: To have a listener.
Appearance: Plump bulldog.
Favourite Expression: "We are all here at the bar."
Probable Destination: PMC, Resolute Bay.
Pet Peeve: Haskell.

Desmedt
Nickname: "Dusty."
Hometown: Montreal.

Usually Seen: Covered with dust at the bar.
Ambition: To walk home after four Haskell specials.
Appearance: Pear-shaped.
Favourite Expression: "If we were in L. A. . . ."
Pet Peeve: Cold places.
Probable Destination: Resolute Bay.

Twinn
Nickname: "Twiner."
Hometown: St. Kits, Ontario.
Usually Seen: In bed.
Ambition: None.
Appearance: Undernourished.
Favourite Expression: "Hey, Dad."
Pet Peeve: Mitchells.
Probable Destination: Working in Mitchells.

Roussou
Nickname: "Jock."
Hometown: Bustin, Belgium.
Usually Seen: Seldom.
Ambition: To get out of Canada.
Appearance: Starry Eyed.
Favourite Expression: "I 'ave a gon-tact."
Pet Peeve: Winnipeg.
Probable Destination: Liaison Officer in Winnipeg.

Skjoth
Nickname: "Ib."
Hometown: Strandhuse, Denmark.

(Continued on page 34)

ATTENTION!

FLIGHT CADETS



Take My Word for It

For prices that will save you money, and service from coast to coast, after your Uniforms are made.

Tip Top Tailors

Have the Best Uniform
Values in Winnipeg

WE INVITE COMPARISON

Phone

92-3144

92-3145

SU 3-0271

TWO
WINNIPEG
STORES

To Serve
You

Tip
Top
tailors

SPORTS

REC. HALL RAMBLINGS

By WO2 STOCKDALE

end (counting a big 6), and the other for placing third in the second event. Curling for the Peg were: F/O Langen (skip), LAC Ramsay (3rd), Cpl. Hudson (2nd), F/L Finch (lead); F/O Sparks (skip), F/O Moore (3rd), F/L Uiercey (2nd), Cpl. Taylor (lead).

CURLING

The station Curling Club is now in its second round. There were a few changes in the groups on the completion of the first round, with some of the stronger rinks being moved up the ladder to a higher grouping and some of the weaker clubs dropping down. This move has helped tremendously in leveling off the strength of the various groups, which makes for better play. F/O Langen and Cpl. Hodgins, president and secretary respectively, deserve a large pat on the back for undertaking such a tremendous job and carrying it off so well.

The Group play-offs are coming up on Jan. 21 and 22, with all eight Stations in 14 Groups competing at MacDonald. Winnipeg's representative has not been picked as we go to press. We are going to run a play-off amongst our various section leaders, and the winning rink will carry our colours to MacDonald. The standings of the top four section leaders are as follows:

- S/L Graham—7 wins, 1 loss
- LAC Ramsay—7 wins, 1 loss
- F/O Hamilton—6 wins, 1 loss
- F/L Fairburn—6 wins, 1 loss.

Winnipeg's curling fraternity travelled to Penhold for that station's Second Annual Bonspiel and, although we failed to win the events, we managed to pick up two prizes—one for scoring the largest

first period on a goal by McGee, followed by one by Tucker. The Precious Blood retaliated with a goal in the same period. In the second period King and McGee scored for the Buffs, making the score 4-1 at the end of the second stanza. Precious Blood put on a drive in the third, scoring two quick goals. The Buffaloes stiffened and, with the aid of some sterling stops by our goaltender, Bickerton, held off Precious Blood for the remainder of the period, to emerge winners.

HOCKEY

The station Hockey Club played an exhibition game against St. Peter and Paul, leaders of the CYO league, and caught a tartar. The Buffaloes, riding along on a two-game-win streak, possibly figured that this game would be number three, but were unpleasantly surprised when they wound up on the short end of a 7-3 score. The CYO leaders, although a fairly young team, have the benefit of a few experts to balance them, and gave the Buffaloes a few needed lessons. Johnson and Bechtold for Winnipeg were stand-outs.

Possibly the memory of that 7-3 loss at the hands of St. Peter and Paul, of the CYO league, rankled in the sturdy hearts of our Hockey Buffaloes, or could be that our team needed the loss to bring their heads out of the clouds, for they rebounded with a bang in a game with Precious Blood, second-place holders in the same loop, emerging on the long end of a 4-3 score. The Buffaloes were short-handed for this one, having only two complete lines, but managed to pick up a very capable replacement for a centre ice position in the person of George McGee from the army club. McGee picked up two of our four goals. The other scorers for the Air Force were Tucker and King. The Buffaloes opened the scoring in the

BASKETBALL

The Basketball teams, male and female, travelled to Rivers to engage their counterpart at CPATC, and wound up on the short end of both games. The girls, playing on a strange floor, acquitted themselves nobly. Although overwhelmed by a more experienced team, they fought strongly and LAW Oronoski was a stand-out for Winnipeg. Given a few more games and practices F/O Forgie's charges will win more than their share of games. Final score, 32-12.

The men's team lost a tough one, 75-73. This game featured two free-wheeling organizations, with two entirely different styles of play. Rivers Club featured the fast-break, while Winnipeg played a pattern type of game. F/O Ron Day and LAC Radcliffe were outstanding for the "Peg." F/O Ferguson emerged as the hero and goat when, with one minute to go, he sank a long shot to tie the score at 73 all and in the final second of the game, with the Peg down 75-73, he missed an easy lay-up. A tough one to lose, but an excellent game.

On your next
TRANSFER
select



SECURITY STORAGE
Phone SU 3-7171

Agents for **ALLIED VAN LINES**

RECREATION NEWS LETTER

The Station Hockey Rink is now open, and skating and hockey reservation periods will be arranged through Rec Centre. For further info—contact Rec Centre, Local 511.

SQUARE DANCE CLUB

The Club is about ready to swing into action. Class hours will be announced shortly. Musicians and volunteers will be welcome. Contact Sgt. Johnson Local 501, or your Rec Centre (Cp. McCurrie).

EUCHRE CLUB AND BRIDGE CLUB

Enquiries welcomed by station personnel interested in forming a club. Contact Sgt. Sargent at the Rec Centre (511).

VARIETY SHOW AND DRAMA CLUB

Those interested in forming or assisting in staging these shows, call Rec Centre and ask for LAC Ramsay.

ARCHERY

The Archery Club will be active again in the near future. Volunteers welcomed. Enquiries answered by LAC Ratcliffe at the Rec Centre.

Argentine Rulers Limited in Tenure

BUENOS AIRES — Elective office barred to all current government aid by Aramburu decree. The decree which said that the revolution had not been fought "to serve the personal ambitions of anyone or any party," reassured the nation that it would be able to decide freely what type of rule it would want. Provisional President Pedro Eugenio Aramburu said the basic tenet of the revolution that deposed Juan D. Peron was that the present government was strictly provisional in nature. He added that it would give up its powers as soon as the groundwork was prepared for it to go to the polls without any influence by current governors working upon it.

MARYLAND SERVICE

CORNER MARYLAND AND PORTAGE
WINNIPEG, MANITOBA

SPECIALIZING IN ENGLISH-
MADE CARS

TOM SMITH, Proprietor



Caribou Room, Hotel Devonshire



In Vancouver It's

Hotel Devonshire

For Comfort and Courtesy

"Hosts to the R.C.A.F. throughout the years"

QUALITY STYLE SERVICE

For R.C.A.F. Uniforms, Greatcoats and Mess Dress Kits that really fit, giving that Personal Pride to all officers who are most particular about their personal appearance. Try

COUCH - NEWTON CO.

30-32 Dundas St. W., Trenton

Over 40 years experience measuring for Military and Civilian Clothing

BELLEVILLE WO. 2-4069

TRENTON 3969

Roblin Dairy

Exclusive Distributors of **SANITARY SEALED**

PASTEURIZED AND HOMOGENIZED

MILK - CREAM - BUTTERMILK - CHOCOLATE DAIRY PRODUCTS

194 Coleman St., Belleville, Ont.

"Serving Trenton Motorists for over Thirty-Five Years"

GRAHAM'S GARAGE & TAXI SERVICE

TRENTON, ONTARIO

SEE **MOFFAT** CANADA'S
No. 1 RANGE

AT

FARRAR'S FURNITURE LTD.

20 Dundas St. E.

TRENTON, ONTARIO

Ph. 6547

OKANAGAN HELICOPTERS LTD.

In providing a mountain training program for helicopter pilots we have been privileged to serve,

THE ROYAL CANADIAN ARMY SERVICE CORPS.

THE ROYAL CANADIAN AIR FORCE

THE UNITED STATES ARMY TRANSPORT COMMAND

THE INDONESIAN AIR FORCE

THE FRENCH AIR FORCE

World's largest commercial rotary wing operators.

VANCOUVER

TORONTO

OTTAWA

TORBAY

GANDER

**FROM THE EDITOR'S
NOTEBOOK**

(Continued from page 4)

The new booth scheme for the distribution of presents relieved St. Nick of a very tiring chore and saw the distribution of 1,040 gifts in 18 minutes. Out of a total of 1,770 gifts distributed, 200 were given to charitable organizations in the Greater Winnipeg area.

The committee, Sgt. Rowe and the station band, and all who assisted in this very enjoyable and well-organized function are to be congratulated.

**FLIGHT CADETS' PARTY FOR
UNDERPRIVILEGED CHILDREN**

F/O Mike Lee headed a committee, consisting of F/C's Don Phinney, Ron Pull, Harry Magan, and Farmer, responsible for bringing a little Christmas cheer into the lives of more than 100 underprivileged and orphan children from Greater Winnipeg.

As usual, the members of Officers Mess "B" outdid themselves in filling up the hoards of little people with candy, cake, cookies and pop.

F/C Andre Cimon was MC and F/C Ron Pull made a suitably obese and jolly Santa Claus.

A Flood of Contributions

There were so many pictures available, following the Christmas and New Year festivities, that we just couldn't fit them all into this issue. We would like to thank all those who contributed photographs and copy and assure them that their material will be used in the February issue of VOXAIR.

CURRENT AFFAIRS

(Continued from page 13)

speechmaking and described Krushchev's charge that the Western allies had sent Hitler against the Soviet Union in 1941 as "twisting history." Also the boasts of Russian power and of possession of the hydrogen bomb were not well received by the peace-loving Asians.

Nonetheless the visit of the Russian chiefs of state had quite an impact on the Asian countries. Russia's promises of technical and industrial aid received great publicity—more, it seems, than the billions in aid that the West had already given Asia. We must see to it that we retain the good will of Asia by increasing our technical and capital assistance. Very wisely our own country and the United States have recently taken steps to do this.

INTERNATIONAL WIT AND HUMOR

On moves to solve the economic problems of France without basic reform:

"You can't cauterize a wooden leg."

—MENDES-FRANCE.

5417 (AI)

(Continued from page 30)

Usually Seen: With a gun.
Ambition: To win a case in St. James.
Appearance: Innocent.
Favourite Expression: Innocent.
Pet Peeve: St. James Bylaw 87/2a (XII).
Probable Destination: Mafia.

Heather

Nickname: "Lover."
Hometown: Toronto, Ontario.
Usually Seen: With Liz.
Appearance: Close to the ground.
Favourite Expression: "Must winterize that car."
Probable Destination: OT Officer in Basic School.
Pet Peeve: 5417 AI.

F/O Homan

Nickname: "Jerry."
Hometown: Winnipeg, Manitoba.
Usually Seen: Seldom.
Appearance: Scared.
Favourite Expression: "Want to buy a good car."
Probable Destination: Briefing Officer in Gander.
Pet Peeve: "The little beggar woke up at three this morning."

NEW DEFENCE PLAN — MORE U.S. MILITARY IN CANADA

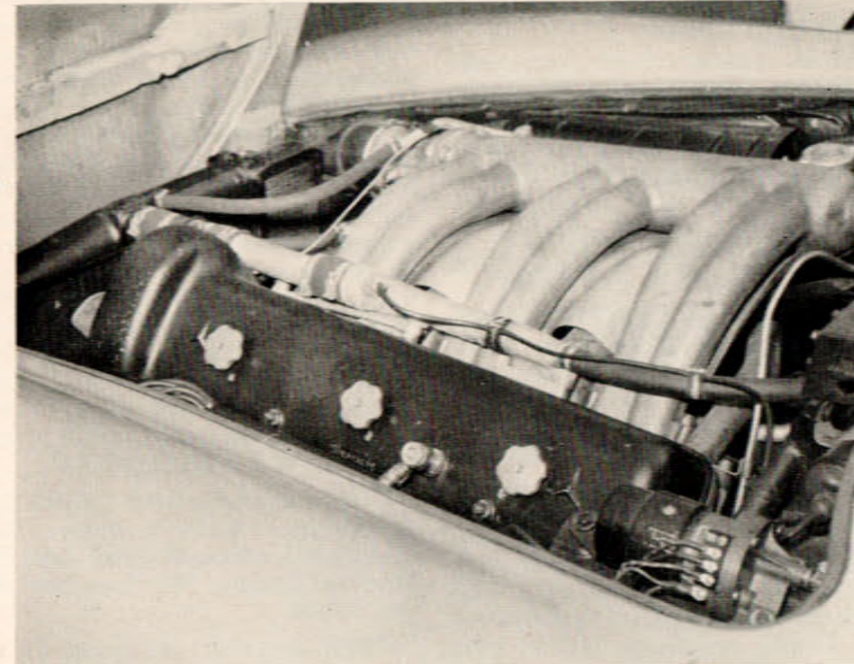
OTTAWA—Broad outlines of a new long-range Canadian defence policy now are emerging here. The new policy comprises two main factors: the stationing of more American forces in Canada and a proportional buildup at home of the RCAF. The new policy based on the belief that North American defence now is the key to defence of the entire Western world. Canada and the U.S., officials say, must be considered as a single area for defence purposes. In the age of the hydrogen bomb and jet bomber, Canada could not hope to defend this country alone. And the U.S. could not limit its defence against southbound attacking planes to U.S. territory. There are indications it will be some time before the emerging defence policy is actually taken from the talk to action stage. Nobody here wants to guess how long this might be. It will depend to a large extent on world conditions and development of new weapons systems.

The trans-atlantic cable was laid between Newfoundland and Ireland in 1858.

The first electric railway in Canada was built in Toronto in 1883.

AUTOMOBILES

(Continued from page 15)



This is an expert's car, though once you're at ease there would be almost no limit to your capabilities in it. The cornering is virtually on rails—don't believe those "suicide" stories you hear. This is an extremely safe car if handled by a good driver. The brakes look smooth, hard, and there are no adverse signs of grab. We expect the owner used the recommended high tire pressures (43-50), but even so the suspension gives a soft comfortable ride on rough roads. Finally, to make your mouth water here is a shot of the powerplant. The fact that the engine lies on its side is plain, as are the huge induction pipes on top.

It is regrettable, but a fact, that the police do not look on this lovely machine with love and affection in our country, and we are afraid the owner needs a large account for paying speeding fines!

In closing, allow us to raise the editorial hat to that great Mercedes organization who have produced the most satisfying car yet made available to us and at a price which may look relatively expensive, but which is, in reality, dirt cheap. If they can keep up these standards for their bread-and-butter products, then we'd hate to have to produce in competition.

has been forgotten or been skimped on. The interior is the nearest thing we've found to an aircraft cockpit, and when those beautiful gull-wing doors "clunk" into place, after you've snuggled into position behind the wheel, there is a great temptation to check your jet pipe temperature and ask the tower for take-off clearance! The technique for entering appears to be—slide the rear end in first, unlock the steering wheel, fold it down and under, then bring in the remainder, lock the steering wheel back, and you are all set. Big men might have difficulty, but I'll wager Mercedes-Benz would adjust the seats to the owner's requirements. The dash controls and instruments are complete—to a horn for the passenger and, of

course, a grab handle. The fact that the windows won't wind down is no bother, the air-conditioning being excellent. All the foot controls are spaced comfortably, and seated with those two large dials positioned through the steering wheel the driver is completely at home.

The engine starts in typical Mercedes fashion, regardless of temperature, so we are informed. Inside the cockpit the noise is negligible, even at very high speeds. The clutch is a bit heavy (which we like), but the gearbox is typical for the sportscar—sharp and sweet. There is no lag in acceleration, because of fuel injection, and the slam in the back is extremely satisfying. This becomes amazing about 4000 revs.

OIL POUR POINTS

For those of you who are interested here is a list of all SAE oil pour points (5 to 50). We have found that visco-static oils (5/20, 10/30) tend to lose their "thinness" after a few hundred miles, thereby giving the properties of a thicker oil.

SAE 5	.....	-40° F
SAE 5/20	.....	-40° F
SAE 5W/20	.....	-35° F
SAE 10W	.....	-35° F
SAE 10	.....	-30° F
SAE 10W/30	.....	-30° F
SAE 20W	.....	-20° F
SAE 30	.....	0° F
SAE 40	.....	+10° F
SAE 50	.....	+30° F

Serviceing

R.C.A.F.

Aircraft

REPAIRS - OVERHAULS AND MODIFICATIONS to Lockheed T-33 Dual Jet Trainers, Fairchild C119 Freighters, Douglas C47's (Dakotas) and Harvard Trainers including instruments and radio equipment.

P. O. BOX 517, MUNICIPAL AIRPORT

Edmonton, Alberta

Pacemaker for *Ease of Care .. Lifetime Wear*

SEE FOR YOURSELF

How you live better for less. No extras to buy. Your Mobile Home is completely furnished and equipped, ready to live in. These comfortable, easy-to-own Mobile Homes are the biggest living values of the year. In most cases what you have been paying for rent will cover the payments on your Mobile Home.

CAPITAL COAL CO. LTD.

PEMBINA HIGHWAY AT MULVEY
WINNIPEG, MANITOBA

Telephone 42-8645

Distributors for Canadian General — Pacemaker — Safeway — Northland — American — Mid-States Corporation.

5417/18 (LR)

(Continued from page 28)

Egad! Surely this is not a briefing. Surely these strong-willed, determined, courageous, reckless, handsome (??) officers are not preparing to soar aloft into the wild blue yonder. We must find out. There is one over in the corner, nonchalantly smoking a cigar. Let's go in and ask him.

"Pardon me, sir, but would you mind telling me what is going on here?" I asked with no little awe.

"Be off, Dad, ya bother me," came the sharp retort.

"But, sir," I insisted, "you people look as if you are getting ready to fly, and the weather, you must admit, looks a little foul, to say the least."

"Dad, I'm gonna give you a break," he said with a note of pride. "This here's course 5417/18 LR and we're taking off for Edmonton in about ten minutes. I know the weather looks dark, but after last night we can't see very well anyway. Now, excuse me, Dad, if my TAS is right, I must revise my PNR and PLE, PDQ—they're NBG."

In awe I looked about the room at these intrepid heroes of the ether. I saw maps, compasses, mercators, logs, computers. But surely 5417/18 is not going to navigate to Edmonton in this? Silently, with reverence, I removed my hat. But suddenly a gruesome thought struck me. Some of these boys are RAF officers and gentlemen. Can gentlemen navigate? I cornered one man who was wandering aimlessly over his charts.

"Pardon me, sir, but how is it you English can navigate to Edmonton if you are RAF officers and not navigators by trade?"

"Louie," he replied, "our talents are many. Besides, Caesar has given us the word."

"Caesar?" I asked.

"Yeah, Caesar Bain, our navigator, over there at the blackboard."

He looked at me as though I were real square and hadn't been around.

"Aren't you the slightest bit anxious?" I insisted.

"Not at all," he replied, "Coz Jack's all right."

Embarrassed, I sat down at the rear of the room. Tensely, methodically, the navigation briefing took place. One student in the front row (known to his friends as "Anxious") asked a question. This was parried deftly by the instructor. Another question, and another, all turned aside skilfully by the immaculate figure at the blackboard. I could see that the instructor was right on the ball. They weren't going to get anything out of him. Finally, they were ready. They stood up, doffed their headgear, bowed their heads, and Stan Kerr, the senior officer on the course, reverently intoned in a choked voice, "Please, Lord, let the bar be open when we reach Edmonton." And silently they filed out.

Now the aircraft are taxiing out for take-off. The control tower has alerted the Search and Rescue Centre, the ATOC, and the Liquor Commissioners and given the take-off clearance. Roaring, the twin-engined monsters charge down the runway and, with a leap, are airborne. With tears in their eyes the groundcrew watch the silver planes disappear into the murky depths of black clouds, murmuring softly to themselves... "Get Lost."

Who is to know what went on in

those nine aircraft as they winged their way towards their appointed destination. What brilliance of technique, what momentous decisions, what deft control of computer was formulated by minds and hands of these heroes. For, lo and behold, on ETA (Estimated Termination of Anxiety) the skies over Edmonton thundered with the noise of the engines of the mighty AOS Dakotas guided to this little prairie outpost by the sure hand of 5417/18. Gad! what a thrill! One by one, the sleek, silver birds glided to a landing at the airport. Quickly the crews gathered together in the operations room and then, in one voice, bursting with anxiety, exclaimed, "Is the bar open?"

I was moved with pride and admiration. With a voice that trembled I asked Michael Lee, the Baron of Rugby, "My boy, how did you do it?"

"Well actually, old man, I told the skipper to follow the Earl of Orchard in front," he replied.

"Orchard, boy, that was wonderful navigating," I said.

"Are you kidding," he growled. "I just followed the Marquis Dodd."

"Congratulations," I beamed.

"For what," he asked, "I was right behind Dad Holley all the way."

"Dad you made it," I smiled, turning to the cigar.

"Don't thank me, son, the credit belongs to "Greaser DeYoung." He led the way.

In the corner, aloof from all, looking modest despite his great triumph, stood the man who had led these aircraft to Edmonton and glory. Solemnly, I put out my hand and said, "Greaser, your navigation was wonderful."

"I'm not a navigator," he said shyly as he wearily grasped my hand, "I'm just a pilot, although I will admit that my navigator's ground speed check of 333 knots had me worried for a minute. But Stan told me the bar closed early here."

There was no more to be said. This would go down in the annals of air history. The return trip would be a mere formality.

(Continued on page 39)

NHA HOMES — 2, 3, 4 BEDROOMS

SILVER HEIGHTS DEVELOPMENT

Low Cash Payments

1 ROWAND AVE. TELEPHONE
ST. JAMES MANITOBA 83-1811
Evenings: 123 Bruce Avenue. Telephone 83-2459

Telephone 83-4458 Open 9:00 a.m. - 6:00 p.m.
All Day Saturday

Village Beauty Salon

Hair Stylings Manicures Facials
Perms Tints Bleaches, etc.

Silver Heights Shopping Centre - 2nd Floor

Silver Heights

SILVER HEIGHTS PHARMACY

YOUR REXALL STORE

Designed to Meet
The Shopping requirements of a fast-growing
community

JOHN A. MAINELLA, Prop.

PHONE 83-1825

WE DELIVER

Shopping Centre

SILVER HEIGHTS ESSO SERVICE



Open Day and Night
Portage & Mount Royal Road
ST. JAMES, MAN.
PHONE 83-3903

930 NOTRE DAME
WINNIPEG

2285 PORTAGE AVE.
SILVER HEIGHTS

SERV-WELL
SUPER MARKETS

Winnipeg's Largest Independent Food Stores
We offer a large selection of goods at competitive
prices. Guaranteed Meats and Produce.
Free Delivery Service with Orders \$5.00 or Over
Phone 83-1309

SILVER HEIGHTS DEVELOPMENT CORPORATION

F. R. Lount & Son Limited

WINNIPEG, MANITOBA



You'll like everything about

REACH WRIGHT & DITSON
SPORTING GOODS

DISTRIBUTED BY

Ashdown's





By JEAN SNAPES

Once again, Winnipeg airwomen are having a Mess Dinner. We can't give you any details just yet as we are not quite sure ourselves. It is scheduled for January 20th, and if it is half as good as the last one we'll all be passing around plastic ping-pong balls.

Also, we have a St. Valentine's Day formal coming up, so, boys, shake the mothballs from your tux and get ready for a swell time.

We had a pyjama party that was a huge success on December 19th. Most all of the Nursing Sisters were there, and we all received presents from under our Christmas tree. When the Orderly Officer arrived, some of the gals decided they didn't like his moustache so they procured a razor and cut most of it off. (How does it feel, sir?) His only comment was, "Well, I was going to cut it off anyway." The next issue of VOXAIR will carry pictures of the "unfortunate episode"!

We wish to extend our congratulations to a swell couple who just got themselves engaged. They are Janice Hill and Ken Silver. The big day is February 4th.

(Continued on page 40)

Do you often miss your copy of Voxair through

- LEAVE
 - T.D.
 - DETACHMENT
 - POSTING
- OR OTHER REASONS

WHY NOT BUY A SUBSCRIPTION, and have a copy delivered to your door?

A one year subscription costs only \$1.50, postpaid anywhere in the world.

Best Service

STORAGE • PACKING
MOVING

Star Storage Ltd.

PHONE 92-2951

● Make moving day a pleasant day... let us do the work. Phone for estimate on local or long-distance moves. Best service by trained, experienced packers and movers. Modern padded vans for safe delivery.



THE McLAREN HOTEL

MAIN ST. AT RUPERT

WINNIPEG, MAN.

Phone 93-8518

THE KIRKFIELD HOTEL

KIRKFIELD PARK

WINNIPEG, MAN.

Phone 83-4313

Your Friendly Hosts

FRED DANGERFIELD

GEORGE DANGERFIELD

JACK DANGERFIELD

FORBES RANKIN

5417/18 (LR)

(Continued from page 36)

Harem Hank, Art Ertan, Tiny Tugrul, Bean Svensen, cheerful Ted Casson, "166%" Tolcher, Nav Overnell, 'Flogger' Foxwell, Smiley Holes, "Exile" Wright, the Marquis Minter (commonly known as "lash"), "Peejayoli" Davey, "Family Man" Friesen — they wouldn't let the boys down on the way back. Addressing the group, Louie said: "Gentlemen, my name is Louie. To celebrate the globe-shattering event you have just executed, I want you all to come with me to the bar. The drinks are on me."

Suddenly, as one man, they leaped to their feet with a compliment that brought tears to these world-weary old eyes:

"Louie, you're a gol' darn jewel!"

FOR TAILORING, PRESSING,
LAUNDRY AND
DRY CLEANING . . .

STATION PRESS SHOP

A. PRESKY, Proprietor

A Complete Reliable Service

NORTH SIDE DRILL HALL
RCAF STATION, WINNIPEG

SWISS NAVY?

The Navy's system of operating their shore establishments as ships is confusing to the average Air Force type. Particularly so is their policy of prefixing their station names with "HMCS."

Some while ago an RCAF Expeditor was forced to land at the Navy field close to Halifax, because of a shortage of gas. The aircraft had not yet come to a full stop when a sailor popped his head in the door. The crew man who had been asleep in the back woke with a start, looked at the sailor and said, "Where are we?" The sailor replied "HMCS Shearwater." The crew man jumped up, dashed to the front and shouted, "Skipper, skipper, stop taxi-ing, we're on an aircraft carrier."

DREWRY'S



MANITOBA DIVISION

Western Canada Breweries Ltd.

HOTEL GILBERT

COURTESY - SERVICE - COMFORT

50 Rooms with Running Water or Bath

FULLY LICENSED

EXCELLENT DINING ROOM

Noted for Good Food and Service

TRENTON, ONTARIO

Phone 6565



What you want is a Coke

wholesome
and
refreshing



"Coke" is a registered trade-mark.

COCA-COLA LTD.

STANDARD AERO ENGINE LIMITED

No. 6 HANGAR

STEVENSON FIELD, WINNIPEG, MAN., PHONE 6-2391

Specializing in Overhaul and Supply of Aircraft Engines and Accessories

Contractors to the R.C.A.F.

BRANCH OFFICES AT: VANCOUVER A.M.F. B.C., EDMONTON, ALTA.

SAME PRICE - SAME QUALITY

**1 HOUR
CLEANING**
AT
Perth's

MAIN STORE - PORTAGE & GOOD
7:30 A.M. TO MIDNITE

Phone SU-3 7261

255 PORTAGE AVENUE
WINNIPEG MANITOBA

**SERVICE
CLOTHES
SHOPS
LTD.**

"Men's Clothing of the
Better Kind"

HEADQUARTERS FOR

- ARROW SHIRTS
- ADAM HATS

PHONE 92-5663

W.D.'s REPORT

(Continued from page 38)

Best wishes, too, to Alice Birk-
lund, who's sporting a beautiful
diamond.

* * *
Speaking of weddings, Jeanie
Snider was married on December
31st and May Butler took the
step on the 29th. Best of luck
you both.

* * *
The latest style around the bar-
racks is greatcoats to bed on Satur-
day nights. What happened, Scotty?

* * *
Well, one of the pet monkeys dis-
appeared for a couple of days last
month and then reappeared with a
smaller version of herself. Where
did you go, Bobo, Chico?

* * *
We send our best wishes to
Scotty Lawson, Joyce McMillan,
Fran Snow, and Betty Graham,
who left to go on course.

* * *
Will the airwoman who left her
car tire in the hallway with the
following notice on it:

FOR SALE: Well-used tire.
January sale, \$1.50. Apply AW2
Lila Rose, Room No. 9
please remove it? It gets in our
way when we come staggering
around the corner at night.

* * *
Congratulations go to Jean Roske
and Vi Galan, who are posted to
No. 1 Fighter Wing (Marville).

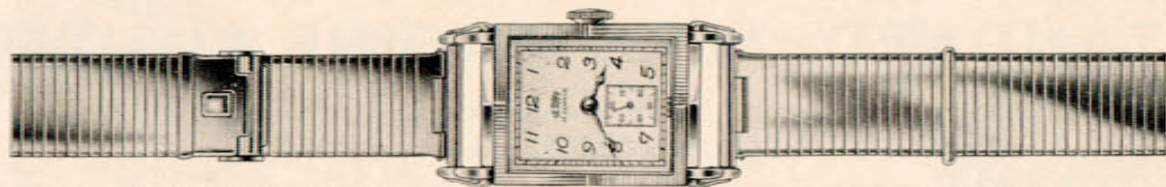
* * *
Who are the lucky airwomen who
blew Miami apart for three weeks?
They also bought a car and neither
of them could drive. Betty Mooney
and Ann Jorgenson, how do you
like our tropical weather?

* * *
What girl in BB9 intends to beat
Jackie MacDonald next summer?

HAVE A *Player's*
"MILD"



THE
MILDEST BEST-TASTING
CIGARETTE



"LEROY" WATCHES and "LEROY" RINGS Imported and Distributed by

AMERICAN JEWELRY CO. LTD.

WINNIPEG

MANITOBA

Enquire at Your Central Warehouse or Station Canteen

85%

of the goods we sell
we buy in Canada



EATON'S OF CANADA

Canada's largest retail organization with stores and order offices coast to coast