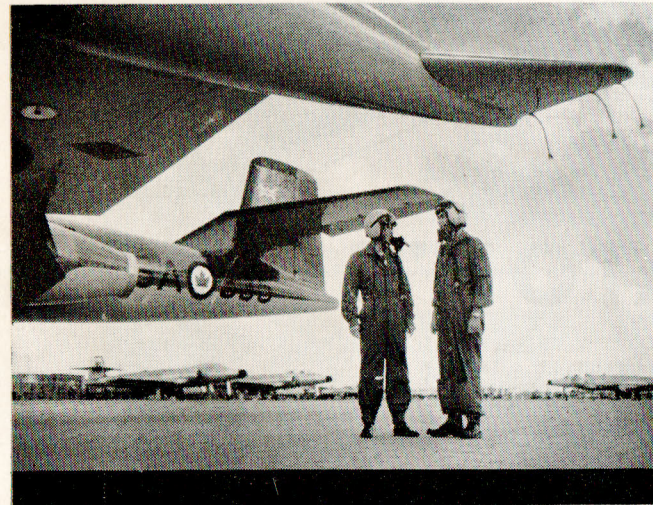
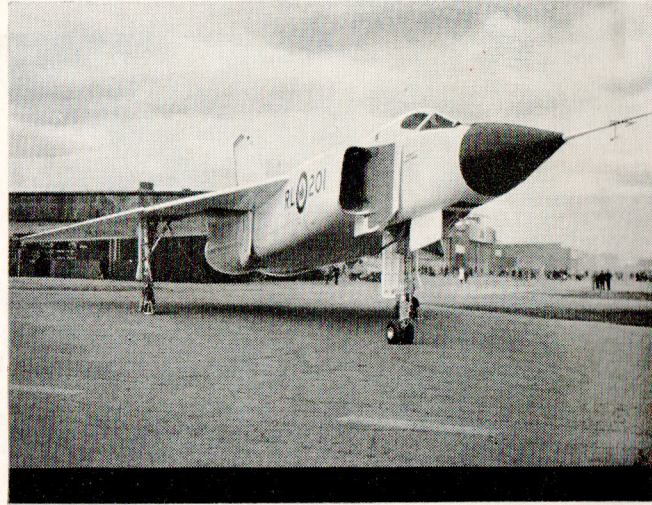




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DECEMBER, 1957

PRICE 10c

Vol. 6 No. 10

# VOYAIR



*An Airforce Newsmagazine*

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AN AIRFORCE NEWSMAGAZINE

VOLUME 6, NO. 10

DECEMBER, 1957

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TECH NEWS AND REWRITES

# A Joyous Christmas to All!

FROM THE VOXAIR STAFF



# Christmas Messages

*from the*

## COMMANDING OFFICER

With the coming of the Festive Season, I would like to extend to all personnel of Station Winnipeg most cordial greetings.

1957 has been a year of great progress for our Station, both in the fulfillment of our primary roles and in the development of Station facilities and recreational activities. The energy and enthusiasm with which all ranks have discharged their various duties has been gratifying indeed. With your continued co-operation and support, 1958 will most certainly be a year of rewarding progress.

To all Service and Civilian personnel and their families, my warmest good wishes for a Happy Christmas Season and a Prosperous New Year.

Group Captain G. F. Jacobsen, D.F.C., C.D.

*... from the*

## EDITOR

The Editor wishes to take this opportunity to extend the heartiest of the Season's Greetings to the Voxair Staff, readers, contributors and advertisers. The past year has been one of great growth for Voxair, not only in terms of circulation and popularity but especially in terms of the maintenance of a high standard of literary value, which has been rewarded by the receipt of the 1957 C.I.E.A. Achievement Award.

I am certain that 1958 will again see the further perfecting of Voxair in order that our readers will obtain the best in reading material available. To all who either read, contribute to, help publish, or advertise in Voxair, I wish a very Merry Christmas and a Happy and Prosperous New Year.

Flying Officer Ralph Sotolov



... from the  
**R. C. CHAPLAIN**

THIS is my second Christmas on a carol cannot melt it, no  
 sm so sharp that Christmas  
 cannot dull it, no blindness  
 x that it cannot catch the  
 a Christmas candle beside  
 istmas crib. All of us are liv-  
 ruth at Christmas. We are  
 ng a sermon to ourselves  
 forgot too soon. The truth  
 living is this: Man is at his  
 hen he gives; he is most  
 then, and when man is most  
 he is happy. Joy is the fruit  
 ng gifts, but I would tell  
 a greater joy, the giving of  
 Christmas not the feast of  
 e who gave Himself as no  
 er gave before or since?

the fullness of time had  
 he Father's greatest giving  
 he gift of the Son, Himself;  
 of the Incarnation. As John  
 it: "The Word was made  
 nd dwelt among us." Mary  
 ner Son Jesus, which means  
 and when He told men  
 e had come, He said it was  
 e life as a ransom for many."  
 an that life of giving at the

winter night's dream that vanishes  
 like the frost with the new day's  
 heat. Do we have to disguise the  
 air with holly and fill the air with  
 carols to make men different? Are  
 they different because of conven-  
 tion; because of a social custom  
 that has enslaved us so that we  
 go through motions without mean-  
 ing, giving with the hands and  
 withholding the heart? God forbid!  
 I think there is no cynicism so  
 cold that the warmth of a Christ-

first moment of His existence in the  
 virginal womb of Mary. His giving  
 was not a thing to be measured  
 cautiously. There was to be no end  
 of the giving then begun.

Joy went where the Giver went.  
 Imagine the joy of the paralytic  
 when he took his first step and  
 walked. Imagine the joy of the  
 blind man when he first beheld  
 the color of the earth and the sky  
 and the eyes of Christ. Imagine the  
 joy of the sinner when released

from sin. Imagine the joy of the  
 Giver of these gifts.

Christmas is at hand and the  
 time opens a door to merriment and  
 mirth. Merriment is a bubble that  
 is moist for a moment; joy is a well-  
 spring that never runs dry. I say  
 this not to restrict your merriment,  
 but to enrich your joy. Merrimen-  
 can be a mask that wears thin  
 a day; joy is as deep as the heart  
 of man. Merriment is not a thing  
 to be scoffed at. It is a human re-  
 sponse to a human need. It is the  
 expression of the human heart that  
 sometimes needs company, song  
 and laughter.

We do right to wish man a  
 Merry Christmas, for human  
 hearts are made to be merry at  
 times, especially at Christmas time.  
 It is right to wish men a Merry  
 Christmas, but this is not enough  
 in itself. Add to that wish a prayer  
 that they may find joy. A prayer is  
 necessary because joy is not a thing  
 that men find easily. We find mer-  
 riment with a jolly company, or  
 with the aid of cakes and ale. Joy  
 is not born of such trivial parents.  
 It is deep down within a man,  
 rooted in the fibre of his soul. It  
 comes not from a good time, but  
 for the good life. It, too, needs  
 companionship, the companionship  
 of Christ and His grace. It thrives  
 on exercise, the exercise of giving.  
 More than a giving of gifts, it is a  
 giving of self.

All these words of mine are but  
 the introduction to a wish and the  
 preface to a prayer. I wish you all  
 a Merry and a Joyful Christmas.  
 My prayer for you now and in my  
 Christmas Masses is this: *May you  
 learn the art of giving and the joy  
 of living for Him Whose birthday  
 we celebrate, Blessed Mary's Son.*  
 And I shall ask you for a gift.  
 Please say the same prayer for me.

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In a world gripped by suspicion  
 and torn by fueds, a world of big-  
 oted nationalism, Christmas often  
 seems lost beyond recall, a lovely  
 legend of long ago, pitiful in its  
 fragile beauty, a myth and a mock-  
 ery.

Yet, despite ages of brutality  
 and blurred vision, the wonder of  
 Christmas still abides and grows.  
 Surviving the centuries, it still  
 haunts us by its incredible wonder  
 and its unconquerable faith. It is  
 our perennial hope of healing the  
 broken lives and warring wills of  
 men.

What, then, is Christmas? Christ-  
 mas is light breaking in upon the  
 darkness. It is the glory of the Lord  
 revealing itself to man. God is re-  
 vealing Himself at work in the  
 world to redeem mankind. Once  
 again there is born in our hearts  
 at this season the Angels' Song,  
 "Glory to God in the Highest and  
 On Earth Peace, Goodwill toward  
 men."

Christmas is God speaking to us  
 by His Son. From the beginning of  
 man's time God has made Himself  
 known. Now in Jesus Christ comes

... from the  
**PROTESTANT CHAPLAIN**

the direct, positive, living Word.  
 Now the curtain is drawn on that  
 Holy Night to the Chorus of the  
 Heavenly Host, and we hear the  
 Son of the Living God speak to us.  
 "Christmas is the time when wise  
 men know their folly, when the  
 proud shed all their pretense. It is  
 the moment when all men look  
 upon their fellows with the quick-  
 ened perception of an unspoiled  
 Child."

Finally, Christmas is our discov-  
 ering anew the Babe in the manger  
 and then going forth praising God  
 for all the things that we have seen  
 and heard. That was what hap-  
 pened with the Shepherds. They  
 heard about Bethlehem's manger.  
 They were awe-stricken by the  
 angel. Then they went to Bethle-  
 hem to see for themselves. They  
 came away from that experience  
 glorifying God for all that they had

seen and heard. So, we must see  
 for ourselves.

Let us go even unto Bethlehem.  
 Let us bow before a Living Christ.  
 Let us take Him into our hearts.  
 Then, like the shepherds, we shall  
 rejoice. We shall go forward glori-  
 fying and praising God.

"Christmas is the time of limit-  
 less imagination — the moment  
 when we know that anything we  
 hope for may come true—when  
 Christ is born again to rule our  
 hearts with love."



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All about the ...

## EDUCATION SECTION

Story by CPL. RON BAYNES  
Photos by CPL. DON ASKETT



F/L A. F. Wilson, the Station Education Officer, is shown here interviewing a Stn. Winnipeg airman.

ON the average RCAF Station may be found a mass of equipment ranging in size and intricacy from pencil sharpeners to multi-engine aircraft. As time passes and science progresses this equipment grows more and more complicated. Standards become more critical and tolerance finer, and the level of training required in those human beings who must service, support, supply, supervise or operate this equipment grows higher at the same rate. Responsible for keeping the standards of training high in the RCAF is, at station level, the Education Section.

At Winnipeg, the Education Section is located at two sites; in the Cantilever Hangar and in the old Recreation Centre. The offices on the second floor of No. 16 Hangar contain the headquarters of the section which includes the office of the Senior Education Officer, F/L A. F.

Wilson; that of his assistant, FS R. T. Nelson, Aircraft Maintenance Superintendent; an instructor's room for the four Aero Engine and Airframe instructors, two trade advancement classrooms, and a Precise Room, in which may be found study material for all trades and for all Qualifying Examinations. The Rec Centre location includes the office of F/O Ralph Sotolov, Trade Advancement Officer, and the Station Library.

Probably the most important function of the Education Section is Trade Advancement training. To qualify for more pay, higher rank and more trade groupings, each and every tradesman must write examinations. Instructors from the TA Section give lectures to the tradesmen in order to help them attain their second and third groupings. Several RCAF trades progress to Group 4 or Superintendent

level—thus more lectures, more records, and more examinations.

One of the most important pieces of furniture in the Education Section is a filing cabinet; for a major job is the scrutiny of files to determine the eligibility of Station personnel to attempt various examinations—Trade Board, Qualifying and otherwise.

By far the largest group concerned with exams are the airmen eligible to write the semi-annual Trade Board Examinations. These take place each April and October, but the Education Section begins preparations for them long before the examination dates. The first step is a survey of Trade Advancement activities on the Station. Trade Advancement programs, which, in most trades, are the responsibility of individual sections, are carefully studied. Factors such as curricula, instructors, and facilities are taken into consideration, and where necessary alterations are made to conform with changing standards or to promote efficiency.

The next step, ordering the papers, is where the filing cabinet comes in. The job becomes more complicated by the year. At Station Winnipeg, where Aero Engine, Airframe and other "Hangar" Trades are so well represented, there are often trades within trades, specialties within specialties. An AE Tech, for instance, may be writing the Group One, Two, or Three paper on any one of four specialties: Single-row, multi-row, liquid-cooled, or gas turbine. Radio Operators may write an examination in Teletype to round out their training, or Teletype operators attempt a Radioteletype paper. It takes a great deal of precision in the maintenance of records to ensure that, for instance, come Examination day, LAC Blow, PPOp., does not wind up with the multiple-choice questions intended for LAC Doe, W&SSOp.

Such catastrophes having been avoided, the examination papers are requisitioned from Training Command Headquarters. For the last Board, 90 different types were ordered for 250 candidates. Meanwhile, the section is issuing to those concerned the necessary information regarding the examinations, requisitioning the necessary training material, and in general assisting in whatever way is practical. In the case of the Aero Engine and Airframe trades, instruction is provided by the Education Section, which includes in its staff two AE and two AF Techs.

Finally the examination date rolls around—the Education Section arranges accommodation, issues the question sheets and the special pencils for marking them. The rest is up to the candidate. The results of the last Board are not in yet, but the results of the previous Board showed a 13 percent increase on the former year's results.

Trade Examinations are not the end of the story, as every airman and officer knows. There are qualifying examinations for Corporals, Flight Sergeants, Flying Officers, and Flight Lieutenants. It may be some consolation for junior ranks to learn that even Squadron Leaders and Wing Commanders are afflicted—with examinations for entrance to Staff College. For all of these examinations, the Education Section keeps records, acts as a link between Training Command's Exam units and the candidates, and provides facilities for study.

One of the most important of such facilities is the Station Library, completely managed by the librarian, Miss Roberta Maunders. Located at the old Rec Centre, the Library is probably the finest in the area, including civilian community counterparts. There are 3,250 books on the shelves plus subscriptions to many periodicals. All of these are not, of course, Trade Advancement or similar publications, but the Library boasts a thoroughly



TOP  
F/O Ralph Sotolov, Trade Advancement Officer, is pictured giving dictation to the Librarian, Miss Roberta Maunders.

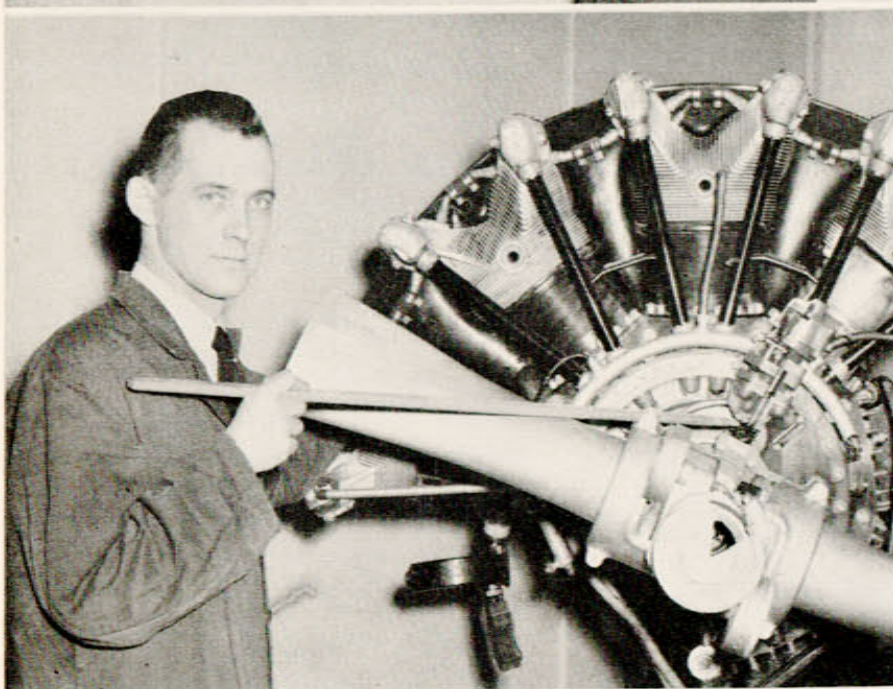


BOTTOM  
Cpl. Bill Bambrick (AE Tech), doing a little research on Trade Advancement exam material.

equipped Trade Advancement section and keeps available the material needed for Qualifying and other examinations. Also, in this

### SEASON'S GREETINGS CANADIAN FOOD PRODUCTS SALES LIMITED

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TOP  
Cpl. Bill Schultz (AF Tech), just recently returned from his sojourn in California, is skillfully unfolding the mysteries of the earth's atmosphere to his class.

BOTTOM  
Cpl. Russ Dixon, (AE Tech), enlightens his students on the operating principles and construction of a Pratt & Whitney 53H1 (Harvard) engine.

section is a comprehensive Current Affairs Section, including copies of such public actions as "U.N. Review," "NATO," "Staff Journal" and others not readily obtainable at the news stand. There are copies of QR Air, CAP 90, CAP 460, General Service Knowledge, and "Air Power" available on loan to examination candidates. The Library,

incidentally, also carries an almost-complete set of Station magazines, ranging from "Schwarzevelde Flieger" to "Voxair."

The Corporals' Courses, which are conducted annually by the Section, are now in full swing. The Corporals receive instruction in such subjects as Organization, Administration, Leadership, Supply

procedures and Drill. Slightly over one hundred Corporals are taking the course this year.

Service courses are not the only ones in which the Education Section is involved. Complete High School and other courses are offered by DVA, the Provinces, and other agencies by correspondence, and the Education Section acts as liaison between these agencies and the students. There are also numerous extension courses offered throughout the city, and some 200 personnel are now taking courses designed to further their education, including

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F/S R. T. Nelson, (AM Supt), NCO I/C T.A., and his typist, Miss Lela Radzinski, take a short break to smile for our photographer.

some who are writing off their Senior Matriculation subjects with an eye to future University Training by the RCAF. The Education Section provides information on all of these courses to anyone who is interested. Connected with these courses is the scheme whereby personnel are reimbursed if the course they take is considered an aid to their primary duties.

Career Counselling is another of the many duties of the Education Officer. This involves giving assistance to Contact Trainees who may have to be re-selected for other trades; helping language trainees who require more English training before proceeding to their various trade courses; helping tradesmen re-muster to other trades in which they may be able to perform better services, and re-mustering Groundcrew personnel to Aircrew training; and assisting others to apply for university training, service colleges or for their commissions. Queries from personnel on every imaginable subject must be answered, academic and career problems must be solved.

So now we have it. Here is the "why" behind the entire organization of Unit Education Sections everywhere. Ours is a fine example, providing the means whereby the career-seeker may increase his knowledge, his rank and pay, and, above all, his usefulness to the RCAF, to his fellow-man and, of course, to himself!

wishing you . . .

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## CORPORALS' COURSES



Rear Row, l to r: Cpls. Phillips, Hasuik, Degrade, Kling, McKenzie, Bates, Hand.  
Centre Row, l to r: Cpls. Sandford, Weston, Kemp, Grange, Weber, Dedelley.  
Front Row, l to r: Cpls. Nadorozny, Pullen, MacIsaac, Warshick, Oliver, Currier, Hochery.



Rear Row, l to r: Cpls. Gullickson, Duffield, Bell, Thompson, Smith, H. J.; Allcroft.  
Centre Row, l to r: Cpls. Ulrick, Toney, Lapointe, Lafosse, Tucker, Hoffman, Mason.  
Front Row, l to r: Cpls. Duncan, Stafiuk, Smith, H. T.; Richards, Lebeille, Lambert, Charbonneau.

### CORPORALS' SERVICE TRAINING COURSES — 1957

Once again a series of Corporals' Service Training Courses were conducted at this unit. They began on the 18th of November and were given the official start by an address by Group Captain Jacobsen, the Commanding Officer.

The Commanding Officer pointed out that these courses were given to help corporals to assume the new responsibilities they had to accept on their promotion to NCO status. He stressed the fact that these courses were necessarily short (one week's duration) and that much would be left to the Corp-

orals themselves to study along the lines offered on the courses.

These courses (there were five this year with an total of twenty NCO's to each course) are condensed versions of the Supervisors' Service Training Course given to Senior NCO's and WO's at Camp Borden. They encompass a wide variety of subjects. Each man must successfully pass four written examinations, as well as leadership, syndicate and drill exercises.

Subjects covered and the names of the instructors are as follows:

1. *Service Writing*, F/S Nelson.
2. *Duties, Conduct, Discipline and Dress*, Sgt. Stead & Sgt. Davis.
3. *History and Organization of the RCAF*, Sgt. Spencer.
4. *Air Force Law*, WO2 Hodge.
5. *Orders and Regulations used in the RCAF*, Cpl. Dickson.
6. *Messing*, F/S Harris.
7. *Personal Records and Assessments*, F/S Roy & F/S Reardon.
8. *Central Registry Procedure*, Sgt. Hurtick.
9. *Operation of Messes and Committees*, Cpl. Dickson.
10. *Trade Structures and Examinations*, F/S Nelson.
11. *Security Regulations*, Sgt. Brega.
12. *Supply Procedures*, Cpl. Beckwith.
13. *Accounting Procedures*, F/S Fulford.
14. *Leadership, Personnel Relations and Counselling*, Sgt. McLean & Sgt. Preston.
15. *Drill*, WO1 Lisoweski.

The co-ordinator for the courses was F/L A. F. Wilson, SEdo, ably assisted by F/S R. T. Nelson, A. M. Supt. Much credit is due the instructors who gave a large amount of their time and effort to the preparation and presentation of their lectures. Their enthusiastic approach to their topic and their willing co-operation with the students made the course both profitable and satisfying.



## BRITANNIAS WILL BRING NEW LOOK TO CANADIAN PACIFIC AIR ROUTES

Canadian Pacific Airlines to introduce world's biggest, fastest, quietest airliner to transpolar and intercontinental air routes early next year

The Bristol Britannia, the world's biggest, fastest and quietest airliner is coming into service on all major Canadian Pacific air routes early next year. These magnificent new aircraft will bring new standards of speed and luxury to Canadian Pacific passengers, flying over the North Pole on European routes, to and from South America and across the Pacific to Tokyo and Sydney.

Britannias are in commercial service with British Overseas Airways Corporation. They have also been ordered by Aeronaves de Mexico, Cubana de Aviacion, El Al Israel Airlines, Hunting-Clan Air Transport, Northeast Airlines, Royal Air Force Transport Command, and the British Ministry of Supply.

Two Britannia derivatives now building in Canada will also give a new look to the Royal Canadian Air Force. These are the long range maritime reconnaissance CL28 Argus and the military transport CL44, both being built by Canadair Ltd.

BRISTOL  
  
**Britannia**

THE BRISTOL AEROPLANE COMPANY OF CANADA (1956) LIMITED

# VOXAIR WINS C.I.E.A. AWARD

At a luncheon in Moore's Restaurant here in Winnipeg the other day, Miss Margaret Hastman, President of the Manitoba Chapter of the Canadian Industrial Editors' Association, presented Flying Officer Ralph Sotolov with the 1957 Achievement Award. The Award, presented to the Editor of the RCAF Station Winnipeg's *Voxair* Magazine, symbolizes "Editorial creativeness and skill, excellence of presentation and achievement of purpose."



Cpl. D. Askett  
F/O Ralph Sotolov, receives the 1957 Achievement Award from Miss Margaret Hastman of the C.I.E.A.

CANADIAN INDUSTRIAL EDITORS' ASSOCIATION

1957

*Achievement Award*

RALPH SOTOLOV, EDITOR

VOXAIR

RCAF STATION, WINNIPEG

THIS AWARD IS GIVEN IN ACKNOWLEDGEMENT OF EDITORIAL CREATIVENESS AND SKILL, EXCELLENCE OF PRESENTATION AND ACHIEVEMENT OF PURPOSE.



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# O'Keefe

BULLETIN  
BOARD

## JANUARY, 1958 THEATRE SCHEDULE

TWO SHOWS EACH NIGHT, 1900 & 2100 HRS. SATURDAY MATINEE—1400 HRS.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1 Stopover Tokyo	2 Not As A Stranger	3 Gaby	4 The Searchers (night)
5 Night Passage	6 The Helen Morgan Story	7 Time Limit	8 Shootout At Medicine Bend	9 The Curse of Frankenstein	10 The Story of Esther Costello	11 The Kentuckian (night)
12 The Pride and The Passion	13 The Long Gray Line	14 Iron Petticoat	15 The Harder They Fall	16 The Eddie Duchin Story	17 House of Numbers	18 The Spanish Gardner (night)
19 Les Girls	20 The Man With The Golden Arm	21 No Down Payment	22 Indian Fighter	23 The Fuzzy Pink Nightgown	24 Across The Bridge	25 Reach For The Sky (night)
26 Will Success Spoil Rock Hunter	27 A Face In The Crowd	28 Sea Wife	29 Somebody Up There Likes Me	30 The Three Faces of Eve	31 Action of The Tiger	

RED CROSS BLOOD DONOR CLINIC, 8 and 9 Jan. 1958, 0900—1200 hrs, 1300—1600 hrs. Old Drill Hall. All personnel and dependents are urged to attend.

### OFFICERS MESS

3 Jan. — Stag  
4 Jan. — Dance to Hi-Fi  
5 Jan. — Dance to orchestra  
6 Jan. — Stag  
7 Jan. — Bingo and Dance to records  
8 Jan. — Stag  
9 Jan. — Dance to orchestra  
10 Jan. — Candlelight Dinner and Music  
Every Friday—Open House, Dinner and Music.

### SERGEANTS MESS

3 Jan. — Stag  
11 Jan. — Dance to orchestra  
18 Jan. — Bingo and dance to records  
23 Jan. — Mess Meeting and Mug Party  
25 Jan. — Dance to Hi-Fi



### FLIGHT CADETS MESS

3 Jan. — Wings Graduation Ball  
4 Jan. — Dance to Hi-Fi  
11 Jan. — Dance to orchestra  
12 Jan. — Movies  
18 Jan. — Platter Party  
24 Jan. — Wings Graduation Ball  
25 Jan. — Platter Party  
26 Jan. — Movies

### CORPORALS CLUB

4 Jan. — Dance to records  
11 Jan. — Dance to orchestra  
18 Jan. — Dance to records  
23 Jan. — Mess Meeting  
25 Jan. — Dance to orchestra

### FACILITIES

**Dry Canteen**  
Mon. to Fri. 1000-2000  
Saturday 1000-1600

**Press Shop**  
Mon. to Fri. 0900-1830  
Sat. and Sun. Closed

**Snack Bar**  
Mon. to Fri. 0900-2300  
Saturday 0900-1700  
Sunday 1000-2300

**Barber Shop**  
Mon. to Fri. 0900-1300  
1400-1830  
Sat. and Sun. Closed

**Protestant**  
Sunday Services: 1100  
Sunday School: 1000  
(Sept. to June)  
Choir Practice: 2000  
(Every Thursday P.M.)

**AUTO CLUB**  
Mon. to Fri. 1200-2200  
Saturday 100-1800

### CHAPEL SERVICES

**Roman Catholic**  
Mass Daily 1705  
Sunday Mass 0845-1000-1115  
Choir Practice (Every Monday P.M.) 1930

**AMATEUR RADIO CLUB**  
Meets every second Wednesday of the month.

### RECREATION

Swimming Pool — 1330-1630 hrs Daily 1900-2100 hrs. Daily  
Dependents Swimming Instruction—Every Saturday morning  
10, 11 & 12 yr. olds—0900-0959 hrs. 8 & 9 yr. olds—1000-1050 hrs.  
6 & 7 yr. olds—1100-1150 hrs.  
Check with the Rec. Centre for times and places for Baseball, Basketball, Volleyball, Golf, Archery, Tennis, Cricket, Badminton, Bodybuilding, Rifle Club, Rod and Gun Club, Table Tennis, Flag Football and Soccer.

**STATION BOWLING LEAGUE SCHEDULE**  
Mondays —1300-1500—Ladies  
1900-2300—AOS Mixed League  
Tuesdays —1800-2200—Intersection "A"  
Wednesdays —1800-2200—Intersection "B"  
Thursdays —1800-2200—Intersection "C"  
Sundays —1300-1700—Mixed League  
1800-2200—Mixed League  
Fridays and Saturdays—Alleys available for casual bowling.

### MONSTER BINGO NIGHTS

Every Wednesday throughout January, a giant Bingo Game will be held in the Old Drill Hall at 2030 hrs. Both cash and merchandise prizes are featured with the current jackpot amounting to \$200. Refreshments are available. Come one, come all and relax in the air conditioned comfort of the Old Drill Hall.



*Personality*

F/L R. J. GILLIS

It is once again our pleasure to introduce to our readers another of RCAF Station Winnipeg's host of outstanding personalities.

Canteens, Snack Bars, Barber Shops, Building Cleanliness, Post Office, Central Warehouse—these are a few of the essential Station components directed by our head of the Station Services department—Flight Lieutenant R. J. Gillis. A native of Lockwood, Saskatchewan, his life on the western plains has undoubtedly fostered in him his natural broad-mindedness which, I should think, would be helpful in handling such a variety.

F/L "Jack" Gillis, having completed his education at Regina (still attached to the prairies), worked for the Massey Harris Company for one and a half years before joining the RCAF (then known as the Permanent Active Air Force) as an AC2 in 1937. Being in the Admin. branch did not, of course, excuse him from the drill, drill, drill, Jack reflects, during initial training at Camp Borden. His first unit was No. 1 Aircraft Depot, Victoria Island, Ottawa. Within four years Jack climbed

through the ranks and on the first of July, 1941, was promoted to the rank of WO1. He continued up the ladder, and in May of the following year was commissioned as an Admin. Officer. For 14 months, during 1942-43, he was Station Adjutant at Goose Bay. Then in 1943, while at the Y Depot, F/L Gillis remustered to Aircrew.

He proceeded to the ITS (Initial Training School) at Regina, and was awarded his pilot rating—then on to Elementary Flying Training School at Oshawa for pilot training. Jack says, however, that because he always tried to land below the runways it was decided that he should not continue this training. So, in July 1944, he proceeded to the Bombing and Gunnery School at Mount Pleasant, P.E.I. He graduated as an Air Gunner in 1944. In April 1945 he was transferred as an Admin. Officer to 8402 Air Disarmament Wing in Germany. In that same year Jack was promoted to the rank of Flight Lieutenant.

In July 1946 he returned to Canada to face with hundreds of others the fateful Reversion Day, Jack was reverted to the rank of WO 1.

While with Air Materiel Command at Ottawa, Jack was recommissioned as a Flying Officer in October, 1949. the same year he went to Calgary as Adjutant of No. 2 CMU. In 1951, he returned to AMC where he remained for four and a half years in the Organization Branch. During this time, in J 1952, he again was promoted to rank he now holds.

F/L Gillis is a married man with five children—three boys and two girls. In order of their arrival, they are: Jim 15; Mike, 13; Leslie, 8; Bonny, 7; and Roderick, 3. Although this is enough to keep any man busy, Jack still finds time for curling and bowling on the station.

In 1936, the year before he joined the RCAF, Jack was in the RCAF Auxiliary with No. 20 Bomber Squadron of which F/L J. L. Plant was the Commanding Officer. While with the auxiliary, he was chosen to be on the Coronation Contingent for the coronation of King George VI. However, before the coronation actually took place, he joined the RCAF regular and so was not eligible to be on the Auxiliary Contingent and therefore did not go to the Coronation. Nevertheless, a few months after the Coronation AC2 Gillis received a scroll and Coronation Medal from His Majesty—and needless to say, he kept it!

This was not the last time that F/L Gillis was to "rub elbows with Royalty." In 1939 (at Vancouver), during the visit of King George VI and Queen Elizabeth, Jack was detailed to open the door of the Royal car at the exhibition grounds. When the time came to do so, Gill (as he is sometimes called) was marching smartly out to the car at 120 paces per minute when an RCMP chap marched smartly right by him at 140 paces per minute and opened the door! Jack was left standing there embarrassed and feeling quite deflated.

F/L Gillis came to Winnipeg as Station Services Officer in January 1956, coming back home—to the prairies.



Calm, methodical and good-humoured amid a bewildering array of defects and a welter of anxious students, FS Wilbur is a conspicuous figure in the dispatch room of No. 10 hangar. Born at Ericksdale, Manitoba, about 100 miles north of Winnipeg, FS Wilbur's service and civilian career presents a long succession of arrivals in, and departures from this fair city. Even in childhood the pattern held good. He started school in Winnipeg, moved with his parents to Fort Francis for a time, but returned to complete his education here.

Entering the RCAF as an Aero Engine Mechanic in May, 1940, FS Wilbur was soon involved in the hectic upheavals which marked the opening years of the last World War. Trained at St. Thomas, Ont., he was immediately transported to assist at the opening of Saskatoon Airport, and no sooner was this completed than he was posted to Brandon, where another new airport was being opened. These were busy, hectic and tough times. So valuable, indeed, was time that FS Wilbur can recall arriving in Brandon in the morning and being put to work immediately, without breakfast or accommodation being located. Indeed, he arrived on the scene so early that no heating was available in the sleeping quarters except some Quebec lamps. The personnel had their meals in a local restaurant as the mess had not been built.

For the next four years, until his release in 1945, Corporal Wilbur was posted to a number of units which took him from No. 8 Repair Depot in Winnipeg (1943) to No. 21 RD in Moncton, N.B., then back to No. 3 Wireless School here in Winnipeg.

Don found employment with the Winnipeg Electric Co. for one year, then worked with TCA for one year, before re-enlisting in 1947.

After re-enlistment, LAC Wilbur spent a short time at Gimli and Winnipeg. However, in October, 1947, he was posted to Centralia and remained there until February, 1951, being promoted to Corporal in April, 1949.

From Centralia Don was posted to 426 Transport Squadron, which was operating from Tacoma, Washington, to take part in the Korean Airlift. In June, 1951, 426 Transport

*Personality*

F.S.

DON WILBUR



Squadron operations centre moved back to Montreal, and Corporal Wilbur remained in Montreal until October, from whence he came to Winnipeg to find himself present at another beginning—the opening of the original Air Navigation School. Don may well be regarded as a pioneer. He has been present at a number of beginnings in the RCAF.

Don was with the maintenance section here at Station Winnipeg until 1953, when TCA took over the maintenance. This situation remained until 1954, when the maintenance section was brought back to Stn. Winnipeg. In the interlude, Sgt. Wilbur (since Oct., '52) was first with III Communications and Rescue, and then with ME Repair. In April, 1955, Sgt. Wilbur was promoted to Flight Sergeant.

F/O Ralph Sotolov (Voxair Editor) and FS Wilbur have some very interesting associations of the past to remember. In 1945, while with No. 7 Repair Depot, LAC Soto-

lov and Corporal Wilbur were bosom pals, getting in and out of trouble together. Little did Ralph realize then that he would be cupid for Don and his wife-to-be. However it was none other than LAC Sotolov who talked Cpl. Wilbur into going out on a blind date with him, and thus introduced Don to the lady who is now Mrs. Wilbur.

One of the reasons that FS and Mrs. Wilbur wanted a posting to Winnipeg in 1951 was to adopt a child. However, due perhaps to the change in climate (colder), they found that method of starting a family unnecessary and are now the proud parents of three girls. F/O Sotolov insists that Don is striving to become another Eddie Cantor! Heres wishing them luck in that project.



# fifty years of flight time

BY AUGUST 1, 2007, the United States Air Force will likely be "out of this world" in the truest sense of the phrase.

One hundred years old then, it will be in the forefront of a fascinating age in which unmanned missiles can guide themselves to any point on the globe, rocket powered aircraft bast at tremendous speeds to friction-free fight outside our atmosphere, and chemically powered or nuclear driven airplanes scurry between continents like cars on a freeway today.

Indicatively, the start of the Air Force's second half century this year finds it busy as usual making plans to fly higher and faster than ever before. As always, its inseparable helpmate—the American aircraft industry—is right alongside sharing its plans and problems.

But with the calm wisdom and clarity of vision acquired in 50 years of experience. The USAF recognizes full well that the field of piloted weapons systems is a long way from extinction. With an eye to the future but its feet planted firmly on the ground, it has called upon its biggest supplier of supersonic aircraft to lead the way with a number of new manned weapons system designs.

## Supersonic Leader

North American Aviation, the company that has amassed more supersonic experience than any other single firm in the business, is now working on several vital study contracts for new piloted airplanes that herald the arrival

of the future. Two of the most important of these are the design of a long range interceptor and one known as the Weapons System 110, a new type of bomber that may revolutionize Strategic Air Command concepts and operations.

But the Air Force is currently looking to one fantastic airplane to research the unknown realms that all the future aircraft, manned and unmanned, will have to conquer. The X-15, already well into construction at North American's Los Angeles division, will nose upward to the very edge of space, at speeds

*Reprinted with the kind permission of Skyline Magazine, North American Aviation, Inc.*

figured in thousands of miles per hour, to probe the most formidable of the remaining "barriers"—heat. Manned by a single courageous pilot, it will furnish flight data about altitudes never before explored; investigate by actual contact the unpredictable problems of re-entry into the earth's atmosphere, the human problems of orientation in a weightless void. Results of this joint Air Force-Navy-NACA program will be made available to the entire aircraft industry.

The space-seeking behemoth that is the U. S. Air Force today is hard put to trace its resemblance to the three-man division of the Army Signal Corps which was its beginning in 1907. But for 19 years it remained a part of this branch of

the Army. It wasn't until July 2, 1926, that an "Air Corps Act" was adopted by Congress, establishing the office of the Assistant Secretary of War for Air.

Although changing greatly in appearance and performance through the years, the Air Corps remained a part of the Army until just ten years ago. In 1941 it was designated "Army Air Forces," but not until September 18, 1947 did it take its place as a separate and equal military branch, at that time gaining its permanent title of U. S. Air Force.

## A Talented Child

For more than half its life the Army Air Service was regarded as rather an upstart child, possessing certain talents, yes, but precocious and brash in its self-opinion. These were hard years for the service, but they were also years of steady progress and discovery. Though often unrecognized or unadmitted, they were the harbingers of things to come, changes which would someday alter the course of human events.

First used only for reconnaissance, airplanes were conceived as weapons of war in 1910 at Sheepshead Bay, New York, when the first aerial firing of weapons was tried. A .30 caliber Springfield rifle was first fired, then sandbags simulating bombs were held by hand and dropped. Later live bombs were dropped by the same method, and a Lewis machine gun, muzzle propped on the gunner's feet, was also fired in flight.

World War I, surprisingly, did not see the first use of tactical air units in combat. Earlier, in 1916, General Pershing had used airplanes for reconnaissance during his punitive expedition in Mexico. But the World War did bring about the first serious use of U. S. fighter planes when on February 18, 1918 the 103rd Pursuit Squadron, under control of the French, began operations over enemy lines.

The coming role of military air power was still foreseen by only a few, however, and lean times existed for years after the armistice. It was through these times of budget cuts and disregard that the courage and clairvoyance of a few unforgettable air pioneers shone like bright stars in a clearing sky.

Martyred Brigadier General Billy Mitchell, one of the best known and certainly the hardest-fighting of them all, in 1921 commanded bombers which sank three captured German warships to prove his point that aerial bombardment was a significant, vital and effective factor in warfare. Many other names, later to be of historical prominence, figured in valuable exploits.

A boyish Army reserve captain named Charles Lindbergh, working on his own, called the attention of the whole world to the potential of aviation with his magnificent solo flight of the Atlantic in 1927. In Los Angeles in 1929 Major Carl Spaatz and Captain Ira C. Eaker employed crude but successful in-flight refueling techniques to establish an endurance record for Army aircraft of 150 hours, 40 minutes, and 15 seconds of continual flight. Later that year a grinning lieutenant with a dimple in his chin made the first "blind" flight—thus did Jimmy Doolittle pioneer the way for today's "all-weather" Air Force.

## World War II

Although the growth and progress of the Air Corps was a steady, tangible thing during the thirties, it took the terrible catalyst of World War II to explode it into



The F-100 set world's first supersonic speed record, was America's first operational supersonic plane. Hundreds now serve all over globe.

the major position it now holds. Just as isolationism was destroyed by blitzkrieg, so was any doubt that air power, air supremacy, was necessary to win the war. President Roosevelt's famed "50,000 planes" declaration defied credulity, but it set the pattern for Air Force strength years beyond his time, as the country has since come to know the value of air power not only in waging a war, but also in holding the peace.

The bond between air power and industry became indissolubly strengthened during the war. The growth and success of one was matched by equal gains in the other; achievements in design and technology brought about increased capability and performance in the air. From that time on, in fact, it is impossible to tell the story of one without relating the history of the other.

LAMINAR FLOW WING—As airplanes gained in speed their aerodynamic shapes sometimes got in the way of the potential of their

increasingly powerful engines. Early in World War II during the design of the famed F-51 Mustang, forward-thinking North American engineers explored some new principles developed by the NACA in extensive wind tunnel research. They found that considerable drag would be caused by air turbulence over the relatively "fat" wing of standard design at that time if it were pulled through the air at speeds the Mustang would be capable of. So they designed a new, thinner airfoil, called the "laminar flow wing," with several distinctive features. The greatest thickness in cross section was moved well back and gradually tapered off to the trailing edge. When the section was perfected the air flowed smoothly up the long incline and over the point of greatest thickness before breaking down into turbulence.

FIRST SWEPT WING AIRPLANE—The F-86 Sabre Jet is destined to go into the annals of aviation history as one of the most

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An RB-45C Tornado, photo version of first U.S. multiple-jet bomber, was first such ship to fly Pacific non-stop, winning 1952 Mackoy Trophy.

effective, most famous, airplanes of all time. One of the many features for which it will be remembered is the swept wing, which its builders at North American designed in 1945. The first proposed straight wing version of the F-86 fell short of the Air Force requirements for a 600 mph fighter. Engineers quickly went to work with advanced wind tunnel data on swept wings obtained from Germany after VE Day, discovering they could add about 70 mph to its speed. After more than 1000 tests in the company's own wind tunnel, the new wings were proved out and the F-86 became the first swept wing plane in history to fly.

**FIRST SUPERSONIC FIGHTER**  
—The F-100 Super Sabre, far from

merely an extension of the highly successful Sabre series, incorporated so many new design features it actually represented the greatest step forward in aviation since the development of the jet engine itself. It was the airplane that made the U. S. Air Force supersonic, the first plane to go on operational duty capable of flying faster than sound in level—or even climbing—flight. In 1953 the first production-line F-100 exceeded sonic speed on its first flight. True, some special experimental research craft had flown faster earlier, but the F-100's matchless value to the Air Force was that it was available and ready for action, in quantity production. In 1954—two years before any other supersonic airplane became

available for regular duty—the Air Force was flying F-100's in wing strength at bases all over the country.

#### *Produce for Service*

All the major airplanes ever produced by North American give testimony to the natural corollary to its theory of design for production—that is, to produce for service. One of the most widely-known examples is the T-6 Texan trainer, in which untold tens of thousands of Air Corps pilots won their wings. An outgrowth of the early BC-I trainer produced in 1937, the T-6 was first sold to England as the "Harvard" in 1938. The Air Corps started ordering Texans a year later, and kept on ordering them through various model changes for more than ten years.

So reliable, serviceable, and adaptable were these rugged little trainers they were eventually used by a total of 34 different nations. A total of 15,495 were built, and countless thousands are still in use all over the globe. In further demonstration of their serviceability is their record in fields other than training. During the early days of World War II when unprepared allied nations threw anything they could find at the enemy, T-6s performed reconnaissance missions, aerial combat, and in one instance even bombed a submarine! Working with the USAF and UN troops in Korea, the revamped trainers made history as spotters for jet fighter-bombers.

The B-25 Mitchell bomber, the most versatile and most heavily armed airplane of World War II, is an outstanding example of an airplane built for long and varied service life. Produced in greater quantities than any other twin-

engine plane in Air Force history (9,816 in nine basic models), it was used for training, high and low level bombing, strafing, photo-reconnaissance, personnel transport, submarine patrol, even as a fighter. But it will probably be remembered most for that fateful April 18, 1942, when, led by Lt. Col. Jimmy Doolittle, 16 B-25s brought war to the Japanese homeland for the first time in 2600 years in a daring raid from a carrier in the Pacific.

First ordered in 1939, B-25s were brought back to duty as late as 1951 when a modified version helped slash defence expenditures by providing the Air Training Command with a readily available yet completely modern advanced twin-engine trainer. Many B-25s, both older and converted models, are still in service today as versatile utility aircraft.

#### *Greatest of Them All*

The story of sterling service with the Air Force is told best of all contemporary airplanes by the world famous F-86 Sabre Jet, which has been labeled one of the few truly "immortal" planes of all time. The F-86 earned its greatest glory in the skies over Korea, where it wrote a new set of rules for aerial warfare as the only UN plane capable of consistently out-flying and outfighting the hordes

of Communist MiG-15s. Flown by the best-trained pilots in the world, Sabre Jets knocked Migs out of the sky at the rate of 14 for every F-86 lost. It spawned a new breed of flier—the jet ace; every one of the 38 pilots who got five or more Red planes (seven got ten or more and two became triple aces with 15 or more kills) did so while flying an F-86 Sabre Jet!

Now in its ninth year of service with the USAF, the Sabre Jet is on duty in every corner of the Free World from the Far East to Europe. It has been built in eight different models to perform as a fighter, fighter-bomber, photo-reconnaissance plane, all-weather interceptor, and trainer. Licensed firms in friendly foreign nations across both oceans build them, remanufacture them, modify them, and assemble them. The F-86 is one of the mainstays of the NATO air forces in both fighter-bomber and interceptor versions. It is probably a safe bet that—to paraphrase a famous motto—the sun never sets on the Sabre Jet; and it's likely to be some time yet before it does.

#### *The New Era*

But neither the Air Force nor its industrial brother can live in the reflection of the past. Nor can they even dwell in the satisfaction of things as they are, no matter how successful for the moment! The



Gathering data for future missiles, a North American X-10 roars aloft on one of its many successful unmanned flights at a Florida test base.

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very existence of both demands their constant invasion into ever newer realms of science and technology, often beyond known experience. This has resulted within the last decade in the development of new flying weapons with tremendous potential, such as rockets and missiles, and their super-human electronic guidance systems.

The financial and technological demands of these new sciences are so great, so unlike any of the past subsonic age, that new methods and controls in their research and development have had to be devised. It became obvious that the complete weapons system (defined by the Air Force as "the airframe and its airborne equipment — power plant, navigation system, armament, ordnance, etc.—and all ground handling equipment, training equipment, and personal equipment, down to and including maintenance manuals") and USAF preparation for its implementation should be planned, scheduled, and controlled, from design through test, as an operating entity. The Air Force answered this challenge neatly with its forward-thinking Weapons System Concept, an idea which has revolutionized not only the buying of an aircraft, but its entire planning, proposal, production, and integration into service.

#### *Weapons System Managers*

The stated objective of the Weapons System Concept is to insure

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that a balanced and complete combat-ready weapons system will be produced and ready for use when the Air Force needs it. A big order in a small statement! The company that can handle it is so far from the back-alley shops that sputtered along with the Air Force in its early days is hard to believe it's the same industry. Indeed, the field is ripe today with highly scientific newcomers.

Yet North American stands, along with the remaining few of the Air Force's "old reliables," a happy paradox—rich in memories of its own fabric and banana-oil beginnings, but very much in the forefront of the weapons system business today, and one of the ablest and modern weapons systems "managers," as the biggest

and best plane builders have come to be known.

Now diversified into as many related fields as the Air Force itself has expanded, North American is composed of specialized divisions which probe into every phase of weapons system technology. Its Autometrics division, for example, creates and develops the unbelievably complex electronic guidance systems that will read the stars, chart a course, and dodge interception for missiles built to span continents without human control.

The Missile Development division, from whence came the invaluable X-10—data-gathering, recoverable, unmanned supersonic test ship—has unequalled facilities for mass-production of these missiles. The Rocketdyne division, biggest

producer of large liquid-propelled rocket engines in the entire Free World, is building power plants for the Atlas, Jupiter, Redstone, and Thor, some of the leading unmanned weapons systems under development.

The very existence of projects such as these indicates a bold acceptance by the Air Force of the challenge of space. North American is proud to share in this acceptance and believes, along with the rest of the industry, that the Air Force, during the coming half century, cannot help but fulfill the promise of its first 50 years. When it does it will certainly be the greatest power for peace the modern world has ever seen.

This is a consummation to which the Free World devoutly adds its wish—and a fervent "Godspeed."

# the assault on space

WHEN THE CURIOSITY of man is aroused oceans disappear, mountains are tumbled, and the skies are pushed upward. In this International Geophysical Year curiosity is focused beyond the earth. Planets pin-pointed on celestial charts are assuming the road map familiarity of Chicago, Denver, and Los Angeles. Scientific curiosity is about to change outer space from an impenetrable void to a well-traveled highway.

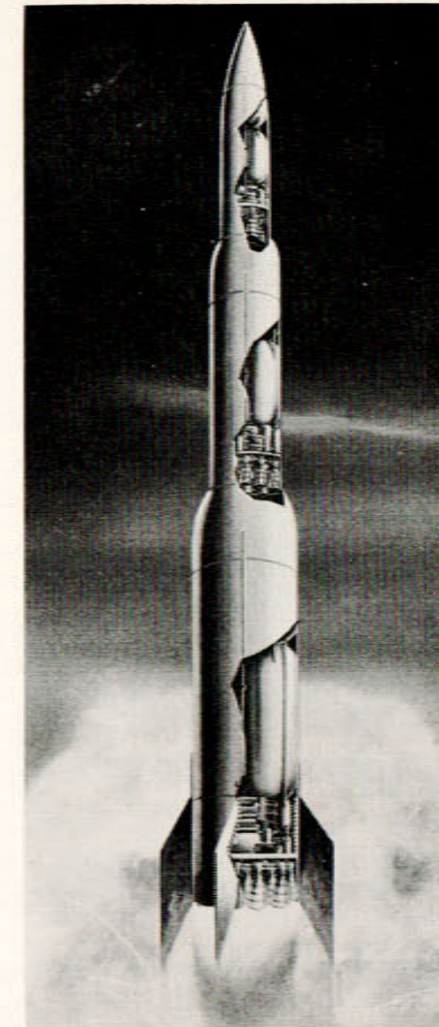
Twelve years of research and development of large rocket engines, one of the greatest scientific efforts in the history of our nation, have brought us to that goal. According to George P. Sutton, Chief of the Preliminary Design Section of Rocketdyne, propulsion devices now in our grasp make flight to the Moon, Mercury, Venus, and Mars theoretically feasible.

### How to Voyage in Space

Two types of vehicles will be necessary for the assault of space, one to provide the initial boost when taking off from earth, and the other for providing long-duration flights about the solar system.

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The primary requirement for a vehicle capable of breaking loose from the earth and attaining altitudes measured in hundreds of miles has already been fulfilled. In Rocketdyne's Canoga Park, Slau-son, and Neosho shops are rocket engines, cold and unyielding, which, in a matter of seconds, can become tornadoes of power, propelling ve-



Multi-stage liquid propellant rocket engines theoretically would make flight to Mars and Venus possible. In production by Rocketdyne for nation's missiles, engines are important step in future flight.

ion, other types of powerplants. These have only lately been lifted from the artist's imagination and endowed with engineering probability.

M. I. Willinski, one of the Rocketdyne's engineers, in a recent address before the American Rocket Society, proposed a Project Snooper, an idea for the possible reconnaissance of the solar system by unmanned, non-returnable space vehicles weighing less than two tons, vehicles that would be lifted by existing ballistic missiles into an earth-satellite orbit. X miles beyond the earth, Snooper's low-thrust ion motor would propel the piggy-back vehicle through space, telemetering information gack to observers. Power for operating the instrumentation for approximately one year would come from the nuclear plants used to power the ion motor. The feasibility of propulsion by such ion rockets is currently being studied at Rocketdyne under an Air Force contract.

Solar heating devices, once they had been boosted aloft by our liquid-propellant rocket engines, would be utilized for the long haul between planets. Some of these devices would convert radiation, collected from the sun by means of a large optical system, into thermal energy. Thrust would be low but almost limitless.

For another type of low-thrust vehicle engineers are talking about the discharge of electrical energy into an arc, heating a working

hicles screaming into space. The engines used in the Atlas, Thor, Jupiter and Redstone missiles can, with a twist of the designer's pencil, become the first rungs in the ladder to the stars.

Liquid-propellant rocket engines such as these are excellent for take off from the Earth. The three, four or five stages which may be required have already been demonstrated as entirely feasible. If the thousand-ton weight does become a sobering factor, exciting avenues of investigation into the advantages of nuclear power, and into the full utilization of the mysterious dance of the free radicals, are waiting. The improved performance gained would permit a lower takeoff weight.

The initial vehicles for space travel will carry, piggy-back fash-

Xmas Greetings to the RCAF

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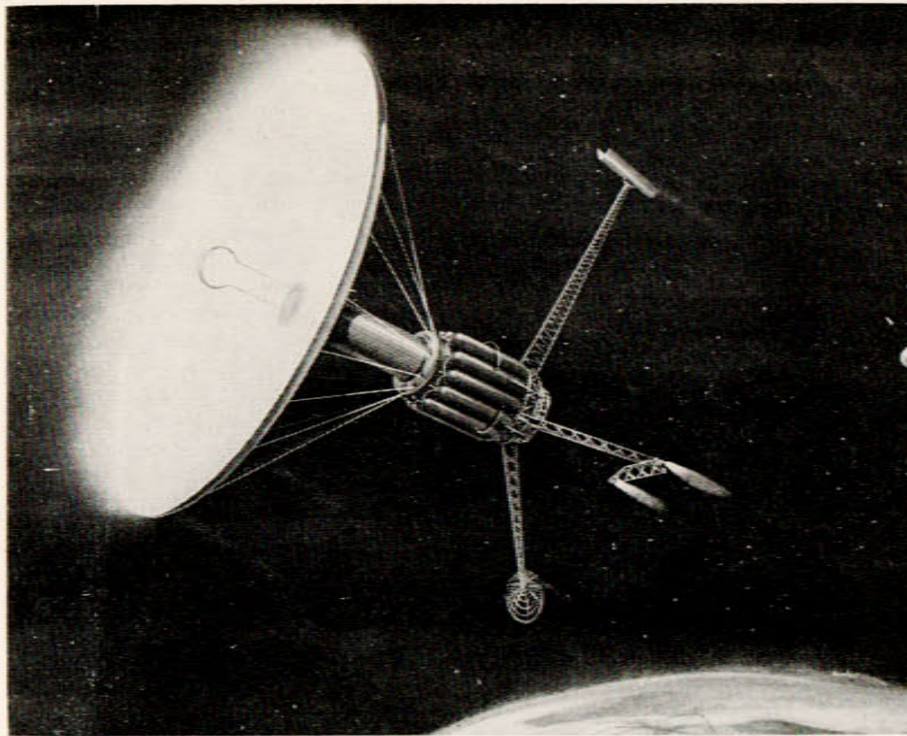
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Station Barber Shop

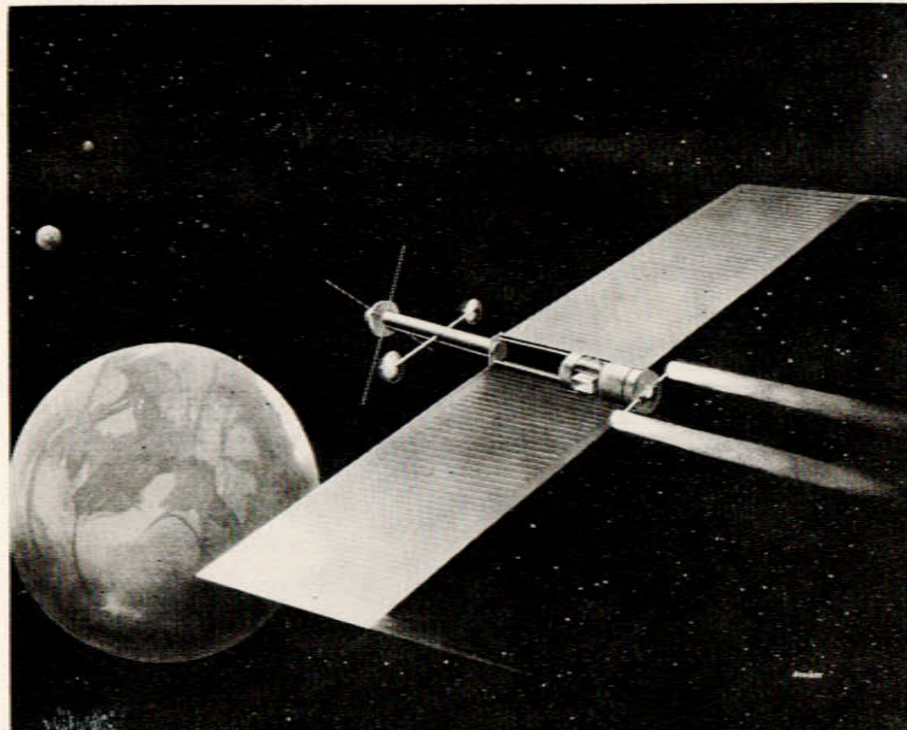
L. CANCELLA



One popular proposal for space flight is a solar radiation system that would collect the sun's heat with optical systems to concentrate energy into a working fluid. It delivers few pounds of thrust. Rockets in rear gimbal 360° so that mirror always faces the sun.

fluid, which would expand through a nozzle. The source for the energy would be solar radiation, or a nuclear reactor, or even lowly batteries.

*The Dreams Take on Reality*  
In discussing ion rockets, solar heating devices, and arc heating vehicles, there is a tendency to slip into the dream-stage that so



"Snooper" an ion propelled vehicle, conceived as a week-end hobby by a group of Rocketdyne preliminary design engineers, would develop ounces of thrust through discharge of high velocity particles. Ions would propel a 3000 lb. vehicle at thousands of miles an hour.

long clouded space travel. But the dreams have taken flesh, and the difficulties are being relegated to engineering problems akin to the scores already encountered and resolved in conventional rocket engines.

One of the problems is this coming assault on space will be made by himself. If our energies could be concentrated on an unmanned space vehicle it would be possible to start preparations today. With man as a pilot or passenger, staggering problems of safety, acceleration limits, and radiation hazards must be conquered. Inevitably, the problems will be solved and man will make the space journey.

Rocketdyne is projecting its thinking and planning far beyond present engines whose achievements are spelled out in missile miles traversed across the surface of the earth. It is looking to the future, a nebulous time that could be in the coming decade, in the coming year, or tomorrow, depending on the strength of a nation's curiosity. When that curiosity becomes as strong as the urge that sent Columbus out into the Atlantic, that compelled Hillary to scale Everest, that sent Maj. Davy Simons more than 100,000 feet into the black sky, then Rocketdyne will be ready with the research, the skill, and the rocket engines to blast a vehicle on a journey to a distant planet.



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# THE HEAD SHED

By SGT J. D. BOYD

WHAT of this imposing edifice that houses the Exalted One and his disciples? That is the question that crosses the minds of each and every newcomer to the station. One gets the impression after passing through the doors to the "Brain Pool" that it resembles a cross between the foyer of the "Royal Ale" and a marriage licence bureau: the former awe inspiring, the latter not what its cracked up to be. Standing at the wicket to the left of the foyer one doesn't know whether to pass in a movement order or an unemployment slip in anticipation of receiving a little something to tide one over till a new situation is found. Gazing through the small teller cage opening, one perceives a vast expanse dotted with desks at which bodies are sitting in various attitudes of work. A flurry of paper is accompanied by the incessant pecking of typewriters and the scurrying of feet as they move between the rows of people feverishly attacking stacks of paper with the carefree abandon of little children ripping comic books. At some unheard signal the din ceases, the feverish activity ends, and the atmosphere becomes pregnant with silence. The spell is soon shattered by the clink of bottles as everyone engages in the time honoured "Pause that Refreshes." This then is the orderly room, a rather erroneous title for a place that is obviously bent on its own destruction by perpetually waging a paper war with all the fury of a wind-storm whipping up fallen leaves and not a hope of ever reaching the final goal.

This is the place where the person at the wicket may confidently assume that "all things come to him who stands and waits" and as the paper mill proceeds on its grinding way the wicket waiter finally attracts attention and man-

ages to complete his mission. Leaving the people to continue their battle with the multi-colored (finally wastepaper baskets bound) correspondence, our hero proceeds down the hall to his right.

Curiosity is something that is ever present in the individual and our natural instinct is to investigate any new situation or circumstance. Hence, a closer look at things, people and places. A casual glance through a doorway reveals an office, uninhabited for the moment, and one assumes that it must house the station Sports Officer because of the golf clubs and assorted sports equipment stacked in the corner near the desk. This proves to be a false assumption as the letters (well interspersed with obliques) that adorn the door would indicate an entirely different vocation. It



never ceases to amaze one, the conglomeration of letters, insignia, signs, and assorted hieroglyphics that are inscribed on the doors leading into the offices of the nerve centre. Suffice to say that a law course taken in the town of Philadelphia would not go amiss, or even a short course in the art of reading ancient Assyrian inscriptions. Looking down the hallway one gets the impression of a rabbit warren as he watches people criss-crossing the hallway and rushing in and out of office doorways like rabbits scurrying from one burrow to the next. This is the central control of the organization, well decorated with red tape, that sets the various wheels in motion.

One senses some great power drawing the feet toward the stairs and, upon making the ascent, there to the right is Accounts. The thought strikes you that this corridor is the gathering place of the most expectant group of individuals in the world. If waiting can produce patience then we should all acquire it in the abundance provided to Job as we have now hit the ultimate in counter leaning. At long last a chance to do business affords itself and, armed with a smile that even Liberace couldn't duplicate, you proceed with "Do you think — "Put in a Memo," "Would it possible — "Put in a Memo!" It now becomes obvious that the individual has some serious impediment in his speech that prevents him from uttering any other phrases, or he has just started to take a course in English. However, one assumes that he wants a memo and that ends the conversation. Reflecting on what has transpired it is best to leave well enough alone in case it becomes necessary to go through the same procedure again in order to find out how many copies are required. A backward glance confirms your suspicions that a small war is being waged on the ever present enemy "Paper."

And so it goes, the ceaseless struggle to get on top of the ever increasing flow of letters, memos, and directives which threaten to engulf them like an onrushing tide and any hope of extricating themselves from this maelstrom of correspondence is futile. So we leave those unfortunates, thumbing their QR Airs, AFAOs or what have you and heave a sigh of relief that we are fortunate enough not to be a number in their ranks. We leave those vaulted corridors echoing the watchwords of admin. "In Accordance With."



## A MERRY

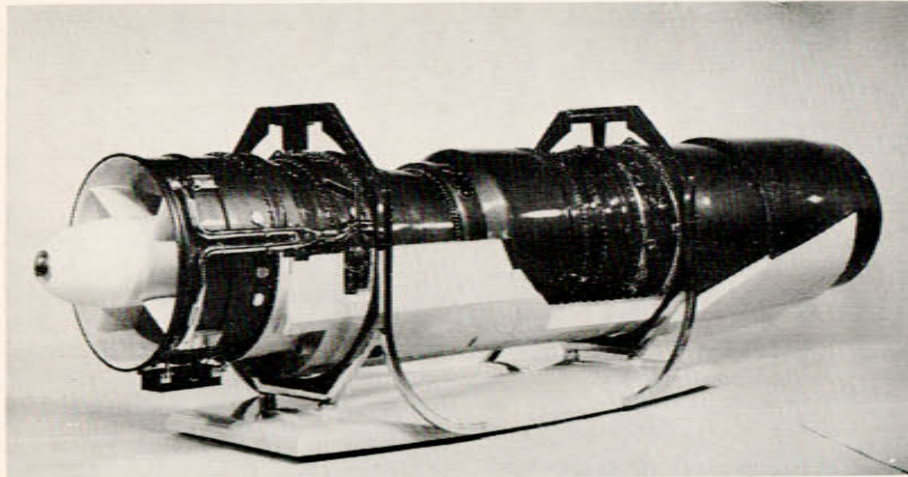
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# THINGS TECHNICAL

By CPL. BILL BAMBRICK



The mighty Iroquois, as displayed at the Company showrooms in Toronto.

## THRUST FOR THE ARROW

**IROQUOIS REPRESENTS  
MAJOR ADVANCE  
IN GAS TURBINE FIELD**

The Iroquois, currently producing more thrust—over 5 lbs. per pound of engine weight—than any other large supersonic turbojet engine known to be running, is one of the most advanced turbojets in the world. Developing 20,000 lbs. of thrust, it has been designed and built by Orenda Engines Limited of Malton, Ontario.

First production models will power the Avro Arrow, a delta-wing interceptor being developed in Canada for the Royal Canadian Air Force that will fly at speeds approaching twice the speed of sound (see Voxair, November '57). Detailed performance figures and other characteristics of the engine are still highly restricted.

However, it can be stated that the Iroquois design makes use of a two spool type of compressor, air-flow velocities in the combustion chamber greatly increased over those normally encountered, and a close-coupled afterburner.

The new Iroquois supersonic engine represents a major advance in the field of gas turbine engineering.

Many factors contribute to this. Among them:—

### POWER TO WEIGHT

The Iroquois combines exceptional power and low weight. If achievements here could be applied to automotive engineering, today's average Canadian automobile engine of 200 horsepower would weigh *only 5½ pounds*.

### DESIGN SIMPLICITY

The Iroquois represents a new concept in structural design. Although a longer engine physically and tremendously more powerful, the Iroquois with afterburner is made up of fewer parts than the Orenda series of engines without afterburner which power the Avro CF-100 and Canadair-built Sabre 5 and 6.

### NEW MATERIALS

In the Iroquois, Orenda has pioneered the development and use of new materials, and contributed to the development of others. Notable among them: *titanium*, the metal that offers the strength of steel for about one-third less weight, and new high temperature alloys.

### NEW MANUFACTURING TECHNIQUES

Simultaneously Orenda pioneered methods of handling new materials in the shop. In the field of titanium machining and welding particularly, Orenda has been immensely successful, and is thought

to be leading the world in this field.

These and other factors have led to an engine developing over 20,000 lbs. thrust in its early development stage. Orenda's current production engines develop about 7,500 lbs.

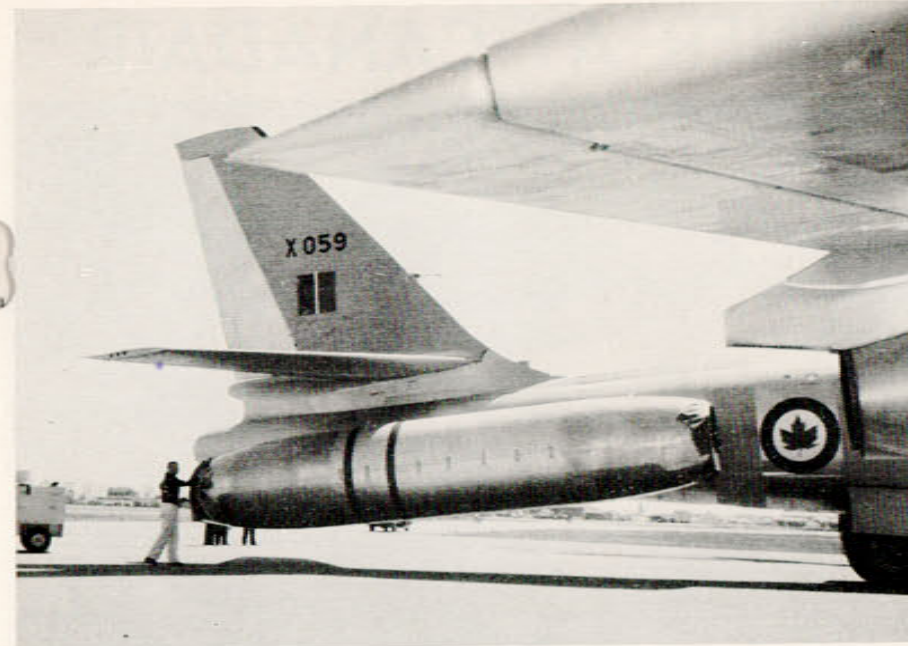
Design of the Iroquois began at Malton in September, 1953. The goal:— an engine capable of high performance in the faster-than-sound speed ranges. Four months later a go-ahead was given to produce the first prototype engine. In December 1954 this engine ran for the first time—less than one year after manufacture began. This was something of a feat. To indicate what it meant, it might be noted that, among other things, the manufacturing group had to learn how to machine, weld and fabricate new materials. The engineering team, by detailed investigation, had to establish the minimum mechanical properties of new materials because the properties were not otherwise guaranteed.

Lubrication design is another area in which big improvements have been achieved. In spite of its tremendous power—over 100,000 horsepower—the engine consumes only 10 times more oil than the ordinary automobile engine of say, 200 horsepower.

Orenda Engines Limited was formed in January, 1955, to take over the Gas Turbine Division of A.V. Roe (Canada) Limited, and today is a subsidiary of that company. It employs about 5,000 persons and operates 1¼ million square feet of floor area.

Other Orenda jet engines power the Avro CF-100 all-weather interceptor which is in operational service with the RCAF in Canada, sharing the defence of North America with the U.S. Air Force, and in Europe sharing the defence task there with NATO forces. The same aircraft was recently selected by Belgium as its choice among all-weather interceptors for its air force.

In addition, Orenda jet engines power the RCAF's Canadian-built Sabre jet fighters which are also in service at home and in Europe. This particular engine-airframe combination is in service too with the air forces of South Africa and the Republic of Colombia and is on order by the West German Air Force.



A shot of the aft end of the RCAF's converted B-47, showing the installation of the Iroquois engine for airborne testing.



This aerial picture of the "flying test bed" was taken over Malton Airport, Toronto; the wheels have just been lowered as the big ship prepares for its approach.

### PRATT & WHITNEY J-75 FOR EARLY AVRO ARROW

Pratt & Whitney Aircraft has been informed by the U.S. Navy's Bureau of Aeronautics that the non-afterburning J-75 turbojet engine, scheduled to power the pre-production models of the Avro Arrow, has met or exceeded all of the company's performance estimates, as well as all of the performance guarantees, during extensive tests at the U.S. Naval Air Turbine Test Station, Trenton, New Jersey,

under all pertinent altitude and speed conditions.

In revealing the completion of the successful calibration of the J-75 at altitude, Wright A. Parkins, United Aircraft vice-president, cited the event as an "aviation milestone."

"The J-75 is not only the first aircraft engine to have its performance guaranteed under actual altitude operating conditions," Mr. Parkins said, "but, even more importantly, it is the first time to have

actually met such guarantees."

This achievement, Mr. Parkins pointed out, is highly significant to the U.S. Air Force and Navy, both of which have advanced aircraft programs built around the power of the J-75, the most powerful production turbojet engine known to exist in the free world. The altitude performance, as guaranteed, also bolsters confidence in the engine's future role as a world leader in commercial jet aviation. Airlines in the U.S. and abroad are, for the most part, depending on the capability of Pratt & Whitney Aircraft's J-57 and J-75 twin-spool, axial-flow turbojet engine for their first-line jet transports.

Military security prevents the disclosure of performance details on the J-75. However, the thrust of the engine as initially qualified has been revealed as 15,000 pounds, a figure greatly augmented by use of afterburner in military configurations.

In addition to the initial Avro Arrow, the J-75 has been announced as the powerplant for the U.S. Air Force's Republic F-105 and Convair F-106 fighter-interceptor types and the Navy's Martin P6M Seamaster, a water-based bomber.

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# NEW JET TRAINER AT CANADAIR



Canadair's new basic side-by-side jet trainer is shown here in the mock-up stage in the Montreal aircraft firm's pre-flight hangar. Two prototypes of the CL-41, or Canadair Trainer, are now in production with completion scheduled for the Fall of 1958.

THE development of a modern side-by-side basic jet training aircraft, known as the CL-41 or Canadair Trainer, has been announced by Canadair Limited of Montreal. Two flying prototypes of this aircraft, which has been completely designed and developed by Canadair, are now in production with completion scheduled for the Fall of 1958.

The CL-41 incorporates all the desirable features of a basic jet trainer which will take the student from the *ab initio* through the *basic flight* training stages.

Some of the features are: Side-by-side seating for the instructor and trainee; ejection seats, a jettisonable canopy sequenced into the ejection escape system; cabin pressurization; complete instrumentation including two blind flight panels; a *bird-proof glass windshield*. (See VOXAIR—October!)

The Canadair Trainer will be powered by a single turbo-jet engine of the latest lightweight design and low specific fuel consumption. The static thrust of the engine will be in the order of 2,000 lbs. Pertinent dimensional and performance data are: Design gross weight—6,250 lbs.; wing area—220 square feet; wing loading—28.4 lbs. per square foot; thrust loading "static"—3.13; wing span—36' 4"; length overall—31' 11"; height overall—9' 1/2".

The performance characteristics of the airplane are: Take-off ground run—1,000 feet; take-off over 50' obstacle—1,700 feet; landing distance ground run—1,100 feet; landing distance over 50' obstacle—1,800 feet; stalling speed, intermediate weight—62 knots; maximum speed, military power, at intermediate weight—400 knots; maximum speed, continuous power, intermediate weight—388 knots.

The fuel load is approximately 2,000 lbs. and this allows the airplane a two-hour training flight of circuit and landings at sea level without refueling. At altitude, this same amount of fuel, less 10% reserve, will give the aircraft a range of 800 nautical miles at an average speed of 300 knots.

Canadair has built a world-wide reputation by its quantity and quality production of North Star transports, Sabre jet fighters, T-33 Silver Star jet trainers, and the current CL-28 submarine hunter-killers.

A full-scale mock-up of the CL-41 has been constructed as a check on the design arrangement and representatives of the RCAF and U.S. Navy and Air Force have subjected the mock-up to a systematic review.

A one-fifth scale static model has been thoroughly wind-tunnel tested with extremely satisfactory results, while two one-fifteenth scale dynamic models have also been thor-

oughly tested in the spin tunnel of the National Aeronautical Establishment at Ottawa.

The results of the latter tests show that the CL-41 spin and recovery characteristics, as indicated by the model, satisfy both British and U.S. criteria. Since the two criteria differ appreciably in basic approach, it is considered an achievement that the CL-41 meets both.

The Jet Trainer Liaison Committee of the RCAF has facilitated design decisions by indicating RCAF opinion on technical questions posed by Canadair engineers, which means this aircraft meets with all RCAF requirements.

Experience in other countries, particularly by the RAF in Britain, shows that it is quite feasible and even more economical to train pilots *ab initio* using an aircraft as large as the CL-41; thus pilots would graduate from the *ab initio* CL-41 to the Canadair T-33 and thence to a transonic or supersonic vehicle.

Preliminary design is now under way on the inclusion of an armament pack, not only for training but to give this multi-purpose aircraft a practical ground support role. In addition, there will probably be an eventual re-arrangement of the interior to make it a four-seater plane which can be used for many purposes.

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**CLEAN SWEEP FOR RCAF AT 1957 NATIONAL TRUCK ROADEO**

For the second consecutive year, RCAF drivers made a "clean sweep" of the Army Services division of the National Truck Rodeo in Toronto, sponsored by the Automotive Transport Association.

Winning the top three prizes in the Army Services were Cpl. Herbert Norden, of Edmonton, Alta., and New Hazelton, B.C., first; Leading Aircraftman, R. C. Shackleton, of Grand Lake, N.S., second; and Leading Aircraftman Thomas Day, of Winnipeg, third.

The trio competed with 50 other Canadian Armed Services drivers from across Canada and overseas, all of whom were winners of preliminary contests held at their own units.

The drivers, all of whom had completed an accident-free year to become eligible for the competition, were required to manoeuvre a three-ton stake truck around a series of barriers arranged to stimulate such driving problems as offset alleys and driveways. The drivers also had to back their vehicles around the obstacles placed to leave only inches to spare on either side of the truck.

While speed was not an essential factor in the competition, each driver was required to complete the course in eight minutes. Judging was primarily on the driver's knowledge of safety, courtesy, and first aid, and his demonstrated skill and efficiency in handling his vehicle.

The National Truck Rodeo competition dates back to 1947, and participation by Service drivers is tied into the armed forces' accident prevention programs.

Two of this year's winners, Cpl. Norden and LAC Day, are based at the Canadian Joint Air Training Centre at Rivers, Man., while LAC Shackleton is stationed at Greenwood, N.S.

**OPERATION "SATELLITE RE-ENTRY"**

The RCAF's Ground Observer Corps, numbering more than 50,000 personnel, went on a special 24-hour-a-day alert, starting Saturday night (Nov. 30), to watch for the possible re-entry of Sputnik I's rocket carrier into the atmosphere, it was announced by National Defence Headquarters.

Known as *Operation Satellite Re-entry*, the alert will see approximately 5,000 observation posts, located in different parts of Canada, including the far north, operating on a continuous basis until further notice. Special attention will be placed on dusk-to-dawn watches during the alert.

According to Defense Research Board officials, the expected period for the rocket's re-entry into the earth's atmosphere will be from Saturday night onwards.

The alert has been requested by the Defence Research Board in an attempt to obtain all possible information about the satellite's rocket should it re-enter the atmosphere over Canada.

The Canadian operation stems from a USAF request to the Board

**BEAUTY**



ELIZABETH TAYLOR  
Courtesy: M.G.M.

for co-operation in attempting to observe the carrier's re-entry into the upper atmosphere. While the chances are mathematically against the carrier re-entering the earth's atmosphere over Canadian territory, the special watch has been requested because of the valuable and significant scientific information that could result from an identified sighting. A similar operation will be carried out in the United States. Spotters have been requested to

report any sightings, as well as other information including height, direction of the descent, and visual characteristics. They have also been requested to report anything which might indicate that solid portions of the rocket survive the descent through the atmosphere.

According to DRB officials, there is a possibility that meteorites may result in some reports during the alert period. All reports passed to DRB by the RCAF will be assessed and checked against known information concerning the rocket's orbit around the earth. It is expected that the majority of possible meteorite reports can be eliminated in this fashion.

The Ground Observer Corps, formed in 1951, is controlled by the RCAF's Air Defence Command, and backs up the electronic early warning lines. It embraces some 50,000 civilian spotters, all unpaid volunteers who man observation posts. Ten filter centres, manned by small numbers of Regular Force personnel, assisted by civilian members of the Corps, are located at Gander, Newfoundland; Truro, N.S.; Moncton, N.B.; Rimouski, P.Q.; Three Rivers, P.Q.; Brockville, Ont.; Peterborough, Ont.; North Bay, Ont.; Prince George, B.C.; and Vancouver, B.C.

These filter centres are operated on a 24-hour-a-day routine. Reports received at the centres are assessed, plotted, and passed to Regular Force Air Defence Command points.

**'OPEN FIRE' MAY BE UP TO PILOTS**

A lonely pilot huddled inside the cockpit of his interceptor jet fighter apparently would make the snap decision on whether to open fire should Russian bombers invade Canadian territory, according to Royal Canadian Air Force laid-down procedures. The air force maintains, however, that in some manner the Canadian government would be consulted before the firing began. To clarify the situation the following question was put to the RCAF: If Russian bombers were intercepted over Canada by fighter planes of the RCAF, would the Canadian planes be required to obtain permission from the government before opening fire? A

spokesman for the RCAF, after some delay, delivered the following reply to reporters: "If unidentified aircraft cross the line, this report would be examined by the air defence commander and other authorities and at this time an opportunity would arise for confirmation by the government or action to be taken by the air defence commander."

tude of 45,000 feet from Cape Canaveral, Fla., to an ocean target near Ascension Island in the South Atlantic.

**OTTAWA'S PRIVATE PILOTS READY FOR EMERGENCY**

The nucleus of an Ottawa area air patrol, which would augment Air Force and Civil Defence tactics in an emergency, has been formed at Uplands Airport here, and already has flown its first air search pattern. A group of safety-minded civilian pilots, many of them owners of their own aircraft, now have in being the Ottawa branch of the Emergency Air Corps which they hope will spread through Canada just as the Civil Air Patrol is part and parcel of air defence and search planning in the United States. As yet the EAC has not received the endorsement of the federal government, the RCAF or Civil Defence. The RCAF, in particular, regards EAC as an integral part of a perfect air search pattern for missing aircraft, hunters, ships and the spotting of disaster areas. Photos.

**U.S. 5,000-MILE SNARK HITS TARGET**

**FREE WORLD'S H-BOMBS CAN NOW BE DELIVERED TO ANY SPOT ON GLOBE** — The U.S. Air Force has disclosed that its intercontinental missile Snark delivered "with unprecedented accuracy" a simulated hydrogen warhead on a target 5,000 miles from the point of launching. The Air Force announcement said the Oct. 31 flight of the Snark demonstrated the missile's ability to place a nuclear warhead on any target in the world. In the first official disclosure on details of the Snark flight, the Air Force said the swept-wing missile flew at an alti-

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**"MOOSE BURGERS"!!**

Moose steaks are the order of the day for an officer and an airman at RCAF Station Parent, Quebec, 200 miles north of Montreal, following two successful hunts within walking distance of the station.

When "moose fever" gripped the isolated base, a number of airmen oiled their rifles and, with the assistance of the RCAF recreation specialist on the station, laid plans for the hunt.

Two of the more seasoned outdoorsmen, Flight Lieutenant Matt Jordon of Regina and Corporal Don

St. Onge of Montreal, decided to explore the possibilities along some of the old logging roads nearby.

A short drive down the highway, a three-mile hike down an old gravel road and the hunt was over—45 minutes from its beginning. The trophy was a 1,300-pound bull moose that had unwittingly wandered too near the road, only ten miles from the Air Force establishment.

Two days later the two hunters set out again and bagged a second moose in the same area, and they later found that 15 moose had been killed by other hunters within a 10-

mile radius of Station Parent.

With more than 2,500 pounds of meat to dispose of, the two hunters report that their own larders are well stocked for the winter as well as the freezers of their friends.



# The Canadian Legion



ST. JAMES BRANCH No. 4

**SPORTS**

The Legion Sports program for the winter season is well under way. In the mixed Bowling league the second quarter has already been reached. There is still need for a few spares and if any of our Airforce Comrades or their wives are interested, they should contact Ed Scott, Secretary of the league, at 65120. The Curling league operates every Sunday, 1:15 to 3:15 at the Deer Lodge Curling Club. This rink, by the way, is the very latest—nice new surroundings—artificial ice—all the modern improvements. There are also a few openings for steady curlers. Contact Art Whiteley, Secretary, for particulars.

**ENTERTAINMENT**

Our new lounge is rapidly nearing completion and we hope to be firmly established therein by the middle of December. We sincerely hope that our members from the p.c. A. F. will make full use of the comfortable surroundings which we hope to provide. A Club can only be what its members make it and to grow it must be used. When you feel the need to get of the Station, make the Legion your first step. It is a good place to meet your friends—service or ex-service.

The Veterans from Deer Lodge Hospital and Academy Road were entertained at the Sergeants Mess, RCAF Station Wpg., on Saturday afternoon, Oct. 26. Entertainment was supplied by the St. James Legion Concert Party, consisting of N. Nutter, R. Dafoe, E. Chantler, Chuch McCartney, Roy Davis and Ronnie Wowk. Gordon Duval was in charge of operations and everyone seemed to really enjoy themselves. Many thanks from the

"Vets" to those responsible.

On October 16th we held our Annual Bingo at Deer Lodge Hospital. The event took place in the Tribune Building. Cigarettes were given as prizes and coffee and doughnuts were served to everyone.

Comrades Jack Stooke and Ted Kitching in charge of the Bingo were ably assisted by Ladies Auxiliary Members Mrs. C. Saunders, Mrs. McNamara and Mrs. Fraser and her daughter.

Any Comrade who has news of importance which he would like to pass on to the rest of the members can do so by writing it out and placing it in the Bulletin box—just inside the door of the Clubrooms. We, as you probably know, publish a Bulletin, which comes out every month, and we would certainly like

to get news from everyone. If you have any complaints, suggestions, or word of praise, put them in the box and they will be handed over to the Committee or the person concerned.

To those members of the Legion with children—In the centre of last month's bulletin we ran a form for our Christmas Tree. These should have been in by December 1st. If you did not get it in, do so immediately. We don't want your children to miss a good "do." They are entitled to this once a year show.

At this time of year there seems to be so much to do and so little time to do it. We always have time, however, to wish all our friends A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR!!!

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and  
A Happy New Year**

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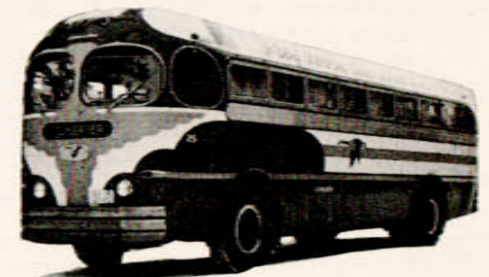
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VOXAIR VIXEN

*Bev. Holburn*

We feel that more of the  
big boys would hang up their  
stockings on Christmas Eve if  
they thought old Saint Nick  
looked like this lovely blue-  
eyed blond Santa.

MERRY CHRISTMAS  
TO ALL!

Photo by Cpl. D. Askett

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VOXAIR VIXEN

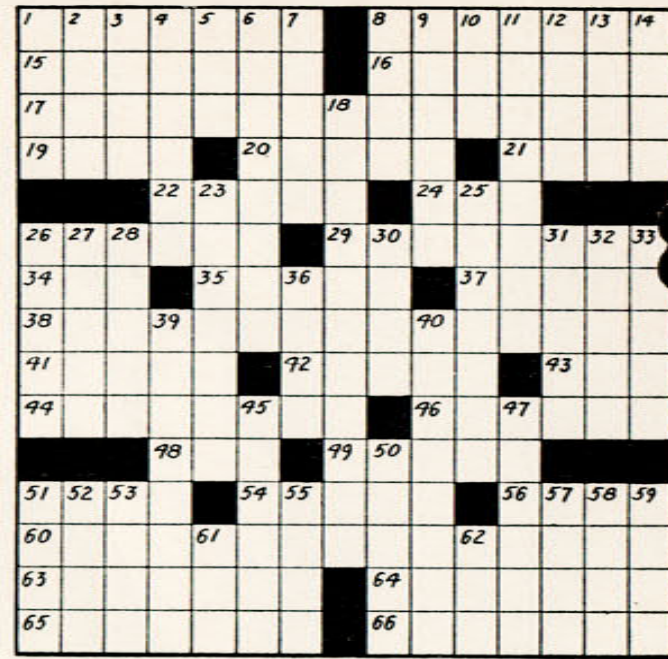
*Bev. Holburn*

Winnipeg

# VOXAIR CROSSWORD PUZZLE

## ACROSS

- 1 Hammer into a new shape
  - 8 Hamburger cakes
  - 15 Brought to life in the atmosphere
  - 16 Composer Lecuona
  - 17 Sleight-of-hand artist
  - 19 Head (Fr.)
  - 20 Moro tribesmen
  - 21 Sound
  - 22 Basis of much manufacturing
  - 24 Siamese
  - 26 Shellfish
  - 29 Depriving of weapons
  - 34 Single
  - 35 Taking \_\_\_\_\_ of one's own medicine (3 wds.)
  - 37 Birthplace of Columbus
  - 38 Trick to deceive the eye (2 wds.)
  - 41 City on the Ganges
  - 42 Senorita Montez and others
  - 43 Kiln (var.)
  - 44 Rancher
  - 46 Coats with alloy
  - 48 Turmeric
  - 49 Hibernian
  - 51 Church recess
  - 54 Form of resin
  - 56 Isaac's outdoor son
  - 60 Insubmissions
  - 63 Castaways on islands
  - 64 Bunting fabric
  - 65 Halo
  - 66 Speed boat (2 wds.)
- 7 Invest; clothe
  - 8 Tributary of the Rangoon
  - 9 High-school honor society
  - 10 High explosive
  - 11 Hours for snacks
  - 12 "Helen, thy beauty me Like those Nicaean barks of yore"—Poe
  - 13 English school
  - 14 Much aggrieved (slang)
  - 18 Magician
  - 23 Table cookie
  - 25 Sharp-eyed watchers
  - 26 Nibbles (Scot.)
  - 27 Not suitable
  - 28 Fracas
  - 30 Meroine of "Old Curiosity Shop"
  - 31 Knob on back of the skull
  - 32 Choker
  - 33 Family in "Look Homeward, Angel"
  - 36 Spanish jar
  - 39 Grow
  - 40 Pert. to Caesar's language
  - 45 Hair waves
  - 47 French cathedral city
  - 50 Copies of a famous French comic magazine
  - 51 Alms box
  - 52 Lima is its capital
  - 53 Fly with a whirring sound (var.)
  - 55 French rover
  - 57 Earth
  - 58 English queen
  - 59 No longer new
  - 61 Card game
  - 62 Pagoda



A complete set of crossword puzzles has been prepared for your enjoyment by Alexander Field, the noted puzzle authority from New Rochelle, New York.

Answer to this puzzle will be found on page 53.

# RICKSHA RESTAURANT

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# MUSIC with MAUREEN . . .

Christmas trees, lights in the windows, happy faces, beautiful music, and clean white snow. All these combine to make a very lovely Christmas. Wouldn't it be nice if mankind could always be filled with the wondrous feeling of giving to others; with that feeling of peace and happiness which only seems to come at Christmas. Then, truly, there would be "Peace on earth, goodwill towards men."

There is so much beautiful music for Christmas, and so little time to enjoy it all. It's actually hard to pick the most beautiful Christmas album, but I would choose "Christmas Carols," with organ and chimes, by Charles R. Cronham . . . Bing Crosby's Christmas album, "A Christmas Song With Bing," contains songs sang around the world at Christmas . . . On the Epic label is "The Story of Christmas," with carols sung by the Epic choir. This record has a combination picture cover and booklet which tells the story of the coming of our Lord . . . The Norman Luboff's "Songs of Christmas," has twenty-

two carols, and it sure is nice to sing along with . . . For the Frenchman, there is "Noel a Quebec" avec la chorale de William McCauley. On the record there are many Christmas songs, all sung in

French . . . On Capitol there is an around - the - world series, with Christmas in England, Holland, Sweden, Mexico, Italy, Spain, and Germany. All these are separate long-plays, and each one is sung in the native tongue of the country.

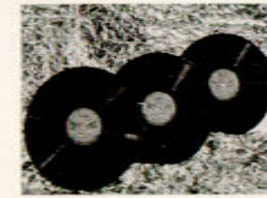
Of course I'm not forgetting to mention the absolute greatest male singer of our time, the marvelous Frank Sinatra. "A Jolly Christmas from Frank Sinatra." is his latest long-play. Side one of the album is devoted to popular favourites of recent origin, and on side two Sinatra sings the traditional carols. Gordon Jenkins plays the orchestrations, and Frank is also backed by the Ralph Brewster Singers. It is a marvelous Christmas album, and I'm quite sure you will enjoy it too.

Well that's all for this month, and actually this year. Thanks for reading my articles, and letting me know what you think of it. I wish each and every one of you a Very Merry Christmas and a Happy and Prosperous New Year.

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BAYNES

# SPORTS

by LAC AL RAMSAY

## CURLING



Cpl. D. Askett

The Commanding Officer, Group Captain Jacobsen, DFC, CD, throws the first rock to officially open the 1957-58 curling season at Stn. Winnipeg's new curling rink.

The 1957-58 curling season was officially opened on November 12th, as the CO threw the first rock of the year. An opening bonspiel was held, with 36 rinks competing. Sgt. Randell and his rink defeated WO Beaton in the finals. The regular night club opened on November 19th, with draws commencing at 1700 hrs., 1900 hrs. and 2100 hrs. If you are a member of the club, Saturday afternoon has been made available for challenge games with

other city clubs from 1400 hrs to 1700 hrs. Cpl. Hudson is the man to see regarding the reserving of the ice.

## FLAG FOOTBALL

The Station All-Star team was declared 14 Training Group champions recently, when Station Penhold could not get transportation to come down here and play our team. Congratulations, gang, for a job well done. They thoroughly beat Gimli and Macdonald for the right to advance against Penhold, and were heavily favoured to win.

## BOWLING

The Inter-Section Bowling league is off to a fine start; Cpl. Wrigget is the high man to date with a fine 353 single game and a high cross of 819. To date I & E are on top of the Tuesday night league with 38 points, followed closely by 111 C & R with 33. Telecom Workshops are the high team on Wednesday night with Applied Radio runners-up, while on Thursday evenings Telecom Team No. 2 is the top team closely followed by Armament Systems. The Ladies' league plays Monday afternoon, and I hope to have their standing for you for the next issue.

## BADMINTON

The Station Badminton Club meets every Wednesday and Sun-

day evenings, commencing at 7.30 p.m. They have been having very good turnouts, and any station personnel or dependents are welcome to attend.

## SWIMMING

The AOS PTI Staff held the first swimming meet on Station Winnipeg recently, when the AOS School competed for Inter-School honours. The team from Senior Long Range emerged the victors by 9 points over Basic School. Individual honours went to F/C Bayne from Basic School, who won the 50-yd. and 100-yd. free style races and was a member of the winning 300-yd. relay team. A novelty race, with the competitors wearing coveralls, highlighted the meet, as Long Range, the victors, picked up 14 points for their team.

## BOXING

The Station Boxing Team has been working out regularly the past two months in preparation for the coming Boxing Card to be held on Station Winnipeg. It is hoped to have three Manitoba Champions on the card. LAC Thompson, one of our most promising boxers, will highlight the card, along with LAC Parsons, winner of the Manitoba Championship.

## AIRWOMEN'S BASKETBALL

The Airwomen's Basketball Team played its first game of the season Tuesday evening, November 12th, losing to the Manitoba champion West End Orioles team 41-19.

## BASKETBALL

The Intermediate Basketball League got off to a fine start. St. Andrews is undefeated, while the USAF have a one-and-one record along with Station Winnipeg. The RCAF team defeated Station Gimli 81-39. Games are played in the new Rec hall Thursday and Friday evenings, and Sunday nights in the o

## INTER SECTION HOCKEY

This year the inter section Hockey League will play its games at the Olympic Rink. Teams that comprise the league are as follows:  
Dak Repair  
Servicing



The CAAdO, Wing Commander H. C. Vinnicombe, C.D., drops the puck for the first face-off of the 1957-58 Stn. Hockey season.

111 C & R  
AOS  
Armament Systems  
Flying Wing  
ME

AOS defeated Dak Repair in their first start 8-1, while Armament and Servicing tied 2-2. Anyone desiring to line up with one of the teams can do so by contacting the Rec. Office.

## AOS SWIM MEET

By A/P/O HOCKING

On the evening of Tuesday, 19 Nov., the Swimming Pool was the scene of the A. O. S. Cadet Inter-School Swimming Meet. Four teams competed for the trophy, the final result of the meeting giving the Senior Long Range team a close win over Basic School by three points. The third position went to Junior Long Range, with the combined Radio and Air Interception team in last position.

Final Results:—  
Senior L. R. ..... 92 pts.  
Basic ..... 89 pts.  
Junior L. R. .... 80 pts.  
Radio & A. I. .... 68 pts.

During the course of the evening some very good times were turned in, the most outstanding being that of F/C Bayne of Basic School who swam the 100 yards free style in 61.8 seconds and the 50 yards free style in 25.6 seconds, two very good times. P/O Coles also swam well to return a time of 82 seconds in the 100 yards back stroke. Congratulations to both swimmers.

The most exciting moment of the evening will long remain in a large

## Announcement

### MANITOBA INDUSTRY AWARDED FIRST PRIZE

#### COMMONWEALTH RECOGNITION FOR FORT GARRY BREWERY

British Commonwealth recognition was given to a Manitoba Industry when First Prize and Silver Medal was awarded to Frontier, a product of Fort Garry Brewery Ltd. The event was the annual competition held by the Brewers' and Allied Traders' Exhibition in London, England.

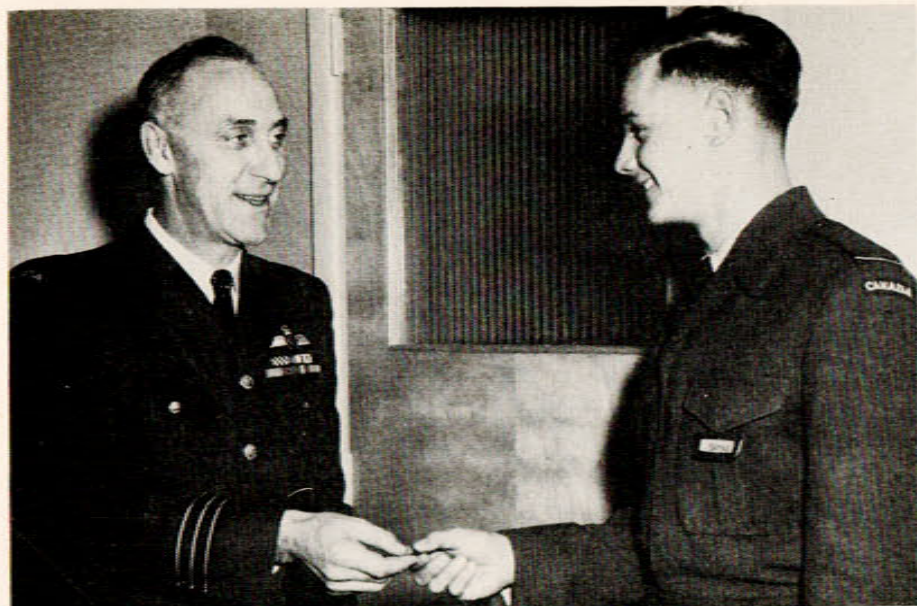
**WIDE ENTRY.** Entries were received from the Brewing Industry throughout the Commonwealth and classed as to technical process of manufacture. In its class, the entry of the Fort Garry Brewery Ltd., received the highest award in competition with others from the Empire and Commonwealth.

**ANOTHER FIRST FOR MANITOBA.** The Fort Garry Brewery Ltd. is a Manitoba owned industry and as recipient of this Silver Medal award, takes its place with other world recognized products of Manitoba.

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TOP:—  
W/C Evans presents to F/C Bayne of Basic School, a medal for the highest individual aggregate. —  
BOTTOM: —  
The winning team, seen with their trophy, are from Long Range School. Rear: A/P/O Kimber, P/O Kendall, A/P/O Deightony, A/P/O Myer. Middle: A/P/O Wiltshire, A/P/O Jackson, A/P/O Cullen, P/O Coles. Front: F/O Murdock, (Captain), A/P/O Hawkins.

number of spectators' minds as the finish of the 300 yards Medley Relay in which F/O Barr of Junior L. R. beat A/P/O Cullen by 0.04 second. Excitement was also high at the finish of the "Free-for-all Coverall Race," for on this race rested the result of the competi-

tion. The decision went to A/P/O Cullen of Senior L. R. who was well backed up by his fellow teammates in fourth and fifth positions. The feat of swimming 190 feet under water was accomplished by F/C French of Radio School, indeed a breath-taking experience.

Both F/C Morrison and A/P/O Kimber also succeeded in turning for the third length. The respective school staffs finished off the evening's racing with an 18 lap relay. Basic School won this quite comfortably, thanks mainly to a combined effort of F/O Wardman and F/O Kilpatrick.

A word of praise must be given to F/C Bayne, who, with a total of forty points, finished with the highest individual score. A/P/O Cullen was runner-up with 31 points to his credit.

The evening concluded with the presentation of the AOS Trophy to A/P/O Hawkins, Captain of the winning Senior L. R. Team, by W/C Evans. This was followed by a get-together in the Airmen's Mess. Thanks are due to all officials for the success of the evening.

#### Results:

##### 50 Yds.—Rree Style

- (1) F/C Bayne, (2) F/O Barr,
- (3) P/C Wall.

##### 100 Yds.—Back Stroke

- (1) P/O Coles, (2) A/P/O Elliott,
- (3) F/C Davies.

##### 100 Yds.—Breast Stroke

- (1) F/C Hammon, (2) F/C Clark
- (3) A/P/O Kimber.

##### 100 Yds.—Free Style

- (1) F/C Bayne, (2) A/P/O Enders-
- by, (3) F/C Mepham.

##### 300 Yds.—Free Style Relay

- (1) Basic, (2) Junior L.R.,
- (3) Senior L.R.

##### 300 Yds.—Medley Relay

- (1) Junior L. R., (2) Senior L.R.,
- (3) Radio—AI.

##### 150 Yds.—Individual Medley

- (1) F/C Clarke, (2) A/P/O Cullen,
- (3) A/P/O Tann.

##### Underwater Distance Swim

- (1) F/C French, (2) F/C Morrison,
- (3) A/P/O Kimber.

##### Coverall "Free-for-All"

- (1) A/P/O Cullen, (2) A/P/O Wil-
- ton, (3) F/C Hammon.

##### Staff 18-Lap Relay

- (1) Basic, (2) Senior and Junior
- L.R., (3) Radio—AI.



## FESTIVE SEASON PRECAUTIONS



EVERY YEAR fires turn happy Christmas Seasons into tragedy. Christmas fires occur because extra hazards are brought into homes, schools and public buildings. A little knowledge of these hazards and how to prevent tragic fires will help keep Christmas safe and merry.

The best Christmas safety rules to follow are common sense.

#### THE CHRISTMAS TREE

Remember that Christmas trees are very combustible—being filled with pitch and resin, they ignite easily and burn furiously. Care and caution are necessary to keep trees safe.

#### SELECTION

Choose a small tree instead of a large one. A small tree can be just as pretty, and it is less hazardous. Be sure to obtain a freshly cut tree.

#### SETTING-UP

Do not set up the tree until the day before Christmas. Keep it outdoors until ready to install. Set up the tree in the coolest part of the house, away from radiators, heaters, and fireplaces. Do not block entrances or passageways.

#### CARE OF TREE

Cut off the base of the tree at an angle, at least one inch above the original cut. Stand the tree in a pail of water filled with coal or sand. Be sure the pail is kept filled with water to about one inch from the top. This method, when used with a freshly cut tree, reduces flammability as effectively as any known fire-prevention chemicals, retarding the drying out process of the tree.

#### REMOVAL

The needles of the Christmas tree will fall when the tree is dried out.



When needles start falling take the tree down and discard it out of doors. Remove the tree as soon as possible after Christmas.

#### LIGHTING THE TREE

Never use candles on or near the Christmas tree—they are extremely hazardous and dangerous. Use standard electric lighting, sets bearing the label of the Underwriters' Laboratories and/or Canadian Standards Association. Inspect every socket and wire to make sure it is in good condition. Discard sets with frayed wiring. A coloured spotlight focused on the tree is very effective and safest of all.

Be sure circuits are not overloaded for fires may start in the wiring. If the circuit fuses should blow, the cause would undoubtedly be too many lights and appliances on the circuit.

Inspect the tree from time to time. If needles near lights start to turn brown, change the position of the lights. Be sure that light

bulbs are not too near combustibles. Provide a switch at some distance from the tree for turning lights off and on. Make certain that all lighting is turned off before retiring or leaving the premises.

#### DECORATIONS

Cotton, paper, and Pyroxylin for decorating the tree are dangerous, they will ignite easily and burn instantaneously. Decorate the tree lightly and use non-comustible materials such as metal, glass, and asebastes. Heavy decorations are hazardous.

Station Standing Orders 5.06.08 forbids the use of flammable decorations. Non-flammable decorations can be purchased locally.

#### TOYS

Do not buy celluloid dolls, toys and paper costumes. Toys requiring alcohol, kerosene, or gasoline to generate power are especially dangerous and should be avoided. Adults should insist that all toys should be safe and incapable of causing fire, shock or explosion.

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Film projectors (toy or adult) should only use safety film (acetate). Power toys should be operated under adult supervision. Electrical toys should bear Underwriters Laboratories and/or Canadian Standards Association label. It is dangerous to set up electric toys and trains under the Christmas tree.

If you use your fire place be sure that a substantial screen guard is provided to cover the entire opening securely. Do not use the fire place unless the Christmas tree is set eight to ten feet from it. Do not use the fire place to burn Christmas wrappings or decorations.

#### RUBBISH

All gift wrappings, waste paper, rubbish, etc. should be taken outside and placed in a covered metal container as soon as possible.

#### IN CASE OF FIRE

AT HOME—GET EVERYBODY OUT OF THE HOUSE IMMEDIATELY. CALL THE FIRE DEPARTMENT AT ONCE.

AT PUBLIC GATHERINGS — KEEP CALM, WALK, DO NOT RUN, TO THE NEAREST EXIT. CALL THE FIRE DEPARTMENT IMMEDIATELY.

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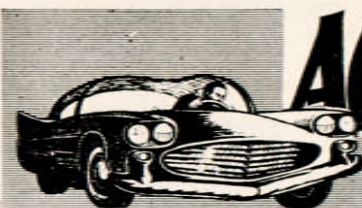
## Season's Greetings

to our RCAF friends

from

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# AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS

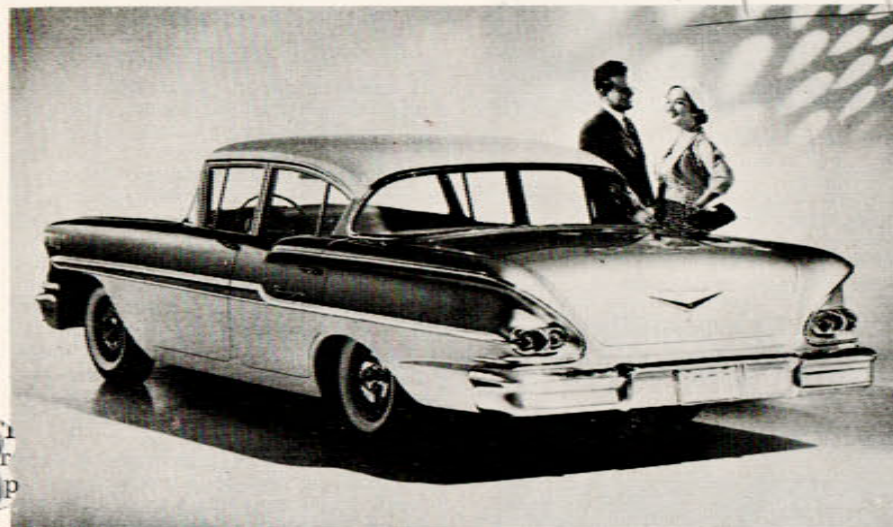


By PETER McLOUGHLIN

## 1958 CARS

CHEVROLET

NEW CARS



This 3/4 rear view of the 1958 Chevrolet shows GM's radical re-designed rear end.

In a major attempt to regain the lost ground gained by Chrysler and Ford in 1957, Chevrolet has undertaken the construction of a completely new car for 1958. There are many innovations, most of them forecast for a considerable time. But as you can see, there are no fins. It remains to be seen whether GM can convince the public that a graceful box is as good as sweeping fins. Maybe they will, this year, as Chrysler have made no large changes to their new cars. When you consider the basic fact that after all the noise the shape has not changed too much from that of '57, it is surprising that it 'looks' so different to the predecessor. A slight lessening of the height, quadrupled headlights, and a reworked tail section may account for this. The tail unit is the neatest to appear on a 'big three' car since the torpedo days of Chev' in '49. Even the light housings are tastefully designed. Suspension should be greatly improved, together with the handling properties, by a mixture of the new coil springs, the "X" frame, and the forward mounted steering linkage. Chassis-body design integration will help stiffness and also handling. It will be interesting to note if the much mooted and complicatedly expensive air suspension proves to be a success this year. Somehow, I'd be inclined to let some-

one else find out if I were buying a Chev'. The massive new 348 cubic inch engine will give all the urge in the world, but God knows what for!

*8 pt Caps*

**EUROPEAN**—For the coming year the following cars show no major change in their present specifications—All Austin products including the Austin-Healey (despite rumour of 123 bhp bird); Armstrong-Siddeley; A. C.; Alvis; Daimler; Citroen; English Ford; Lagonda; Rover; Morris—added a station wagon to the Oxford range; Tr-3; M.G.'s; V.W.'s; Singer—added a station wagon; Bristol—special body may be produced from a French design and would be known as the 406; Aston-Martin—disc brakes added to the front; Allard—a new model appears as a hard-top Gran Tourismo with either a Jaguar or Ford Zodiac engine, price would be about \$6,000.

**DKW**—A new sports coupe has been added, but few details as to price and availability are out. Good looking little bus. I will try and dig up a photograph for the next issue.

**BORGWARD ISABELLA COUPE** — A further new comer to their present range. Equipped with two bucket seats and a platform behind, it really rates as a sports car type. Engine and other chassis details are the same as the Isabella TS. Price unknown—possibly \$3000.

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## BENTLEY CONTINENTAL



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This car is also built with two-door saloon coachwork. The engine is 4887 c.c. 6-cylinder in line with 8:1 compression ratio. The special lightweight body results in a remarkable power/weight ratio, and maximum speed (120 mph), acceleration, braking and roadholding are all up to the traditional reputation of this luxurious sports car.

If ever there was beauty in every line of a car, this is it. I defy anyone to disagree! The price, a mere flea bite compared with the honour of owning such a machine, is around the \$20,000 mark. I will shame-facely admit to having amorous intentions towards the girl, and all contributions of over \$100 will be gratefully received.

## BUICK



Sparkling new styling, spotlighted by a handsome new grille design unique in the automotive industry, enhances the 1958 Buick Century convertible with the verve and dash of a sports car. The new Century, like all other cars in the Buick line, is equipped with dual headlights and a daring new fender and hood line that accentuates the new low silhouette. Buick's improved variable pitch Dynaflo transmission is standard on the Century. The revolutionary new light pitch Dynaflo and the new miracle air ride are available as optional equipment. All 1958 Buicks, except the Special, are equipped with air-cooled aluminum brakes on the front wheels.

The above description is from G.M.'s publicity department. I thought the change in terminology and outlook might prove refreshing from the biased viewpoint I push out. I have not actually examined any of the models shown closely enough to be able to condemn any particular item or point, though I still deplore, evidently in vain, the continued splashing of chrome that we see on all sides. The grille is indeed unique, but I can't quite make my mind up about it. It does seem an in-

teresting idea on first acquaintance. Replacing the low range position on the Dynaflo quadrant is a grade, or hill retarder, (G), to give greater transmission brakeage on hills, reducing the wear on brakes. Air suspension, similar in principle to Chevrolet's, is optional equipment. Before ending this topic I should mention Buick's entry to the high priced field, the Limited, which is now in all effect a small Cadillac—not that any of these huge beasts can be termed small!

## TIRE FAILURES

It is interesting to note the gradual improvement in high speed performance of standard 4-ply tires during the past few years. This means that an improvement in high speed performance on the part of your tires will give less rolling resistance and consequently a better fuel consumption. Two or three years ago the 'safe' speed of one of these first line issue tires was 90-95 mph. This speed is determined from the fact that it is the speed at which a tire dissipates 10 bhp. When a tire attempts to dissipate more than that (higher speed) it just heats up and finally fails. Now nylon cord and tubeless constructions have pushed the safety point of the current product to just over 100 mph. Cadillacs 'low profile', 15" tire, has increased the 10 bhp point to 110 mph—available on the Brougham.

## FUTURE DEVELOPMENTS

A recent issue of "Automotive News" carried an article by John Benedict, the engineering editor. He was analyzing the various aspects of the A.M.A. ruling on performance advertising. Evidently, he and other Detroit engineers now feel that this 'ban' on performance will lead to our general benefit, as far as the family sedan is concerned. They feel that now we may see more concentration in torque, ride, handling, and fuel economy. It is not at all inconsistent to imagine that the conception of a sports car—lightning acceleration, superb road-holding, coupled with the above features, and providing comfort for five to six will be our family bus in five years. In fact if the present improvement shown in road handling over the past five years carries on for another five that is where we will be. Then perhaps, even I will be happy!

## MORE NOISES

**ACCESSORIES**—In addition to the main engine noises covered in two previous issues, the added essentials we find tacked on our cars account for many odd sounds. A badly worn generator bearing (ball) can set up quite a knock, whereas a worn water pump bearing will give you a cross between roughness and knock—to remove any doubt, take off the fan belt. A loose or broken generator bracket can give some most disturbing noises and knocks: likewise a generator belt that is badly worn in one spot. To stop an annoying water pump's squeaking, put a little soluble oil in the coolant and it may effect a cure. Distributors do not usually give trouble other than for a squeaking cam, (vaseline), or a slight noise from a worn auto-advance assembly.

A rather more different knock may be from the vibration dampner on a fairly old car. It is usually associated with certain critical speeds, especially if the boss is loose—sounding almost like a big end. In the same way a loose fan drive pulley can produce a rather mysterious sound, sometimes heard as a click when the throttle is suddenly opened in neutral. At the opposite end of the engine, the flywheel, if not properly tightened, will make an alarming sound which will gradually get worse as the car is driven.

## CLUTCH, GEARS, STARTER

The clutch can add to this general noise making, especially when it is being withdrawn, or just starting to be withdrawn. This may be the fault of the centre plate, withdrawal levers, or thrust bearing... A very rough metal-to-metal sound when the clutch is withdrawn denotes that the carbon thrust has worn away, the two faces making metallic contact, and a slight rattle may be caused by a broken lever steady spring.

A broken tooth on the constant mesh gears in the gearbox can show up as a definite 'tap' with the gear in neutral, varying on engine speed. This noise ceases when the clutch is withdrawn.

It is possible for an engine to have a noise after it has been dismantled and fitted with new rings, due to the top rings striking the wear ridge at the top of the bores. The way to avoid this is to either remove the ridge or install the specially bevelled rings which are available for this purpose.

I have also heard a knock from a side valve engine when the carbon builds up to such an extent that it strikes the piston when the engine is really hot.

A faint tinkling on the road, as you rise and descend hills, can be due to a faulty check spring on the starter motor allowing the pinion to move along the sleeve and at times make contact with the flywheel ring gear.

## To be concluded.

**JENSEN**—A high speed version of the 541 pokes up its face under the designation 'R'. This model will have a new engine (ohv, 6 cyl) developing around 170 bhp, disc brakes on all wheels, overdrive as standard, and all other normal extras as standard. Body continues to be Jensen's own resin-bonded fibre glass. A top speed of 125 mph is quoted for the model. Price in Canada is likely to be near \$6,000. The Jensen Interceptor appears to have been dropped from production.

**STANDARD**—Two new models. The Ensign and Pennant sedans. These machines develop 60 and 39 bhp, respectively. They are intended to fit into their car range between the Vanguard III and the Super Ten. The Ensign looks similar to the Vanguard and the Pennant a revamped Ten. Prices will be between \$1600 and \$2100.

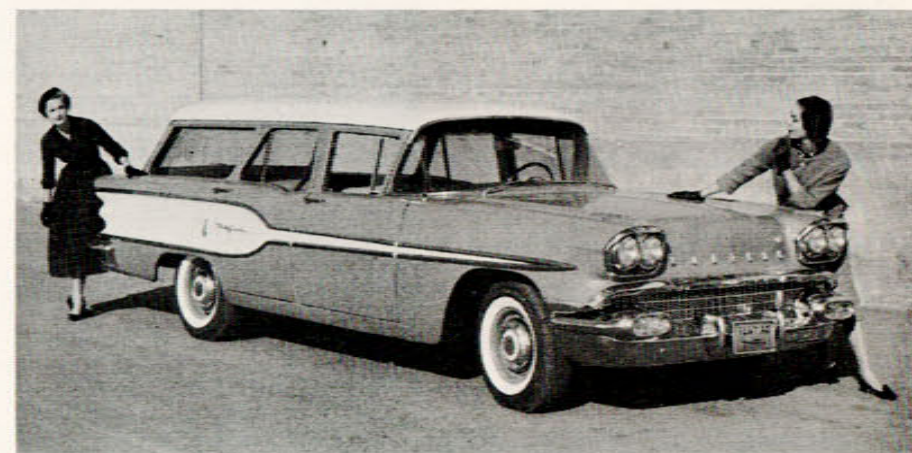
## KARMANN GHIA VW



**NEW CONVERTIBLE**—In addition to the present coupe, VW have just announced this gorgeous little machine—guaranteed to attract the opposite sex or double your money back! Tech' specs' are the same as the sister cars. No doubt the top, like all German con-

vertibles, will be well made and should offer lots of protection against our long drawn out Canadian winters. Allowing an extra hundred or so for the honour of being able to raise and lower the roof might bring the dollars and cents to \$2700.

## PONTIAC



As good looking as it is practical, the Pontiac Pathfinder 4-Door Safari Estate Wagon features rakish new styling outside and new spaciousness inside.

Virtually identical to the Chevrolet line, this car retains its essential difference by the use of subtle body changes,

such as those shown. All the Chev' options may be fitted to the Pontiac, including the three engine options.

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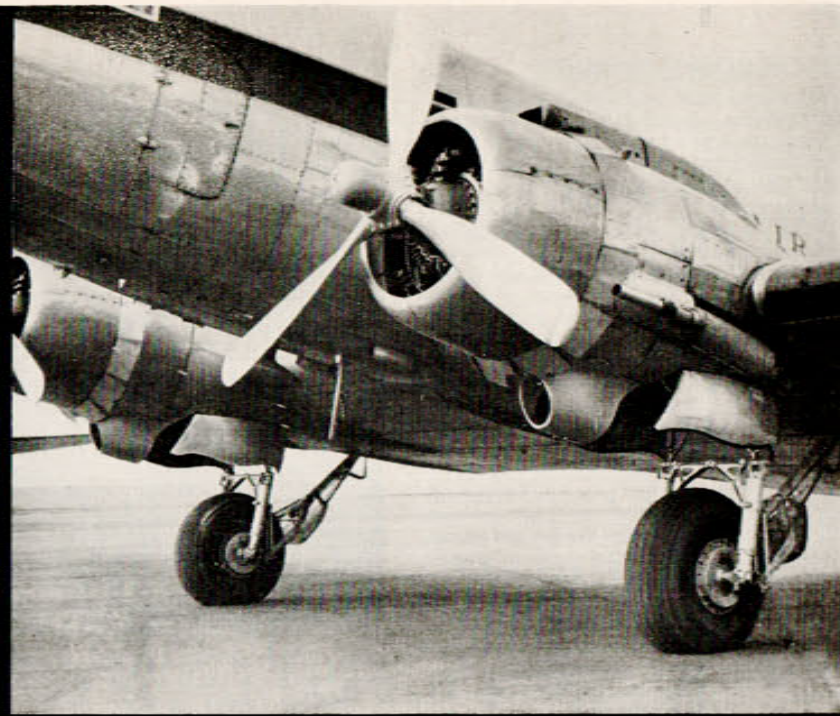
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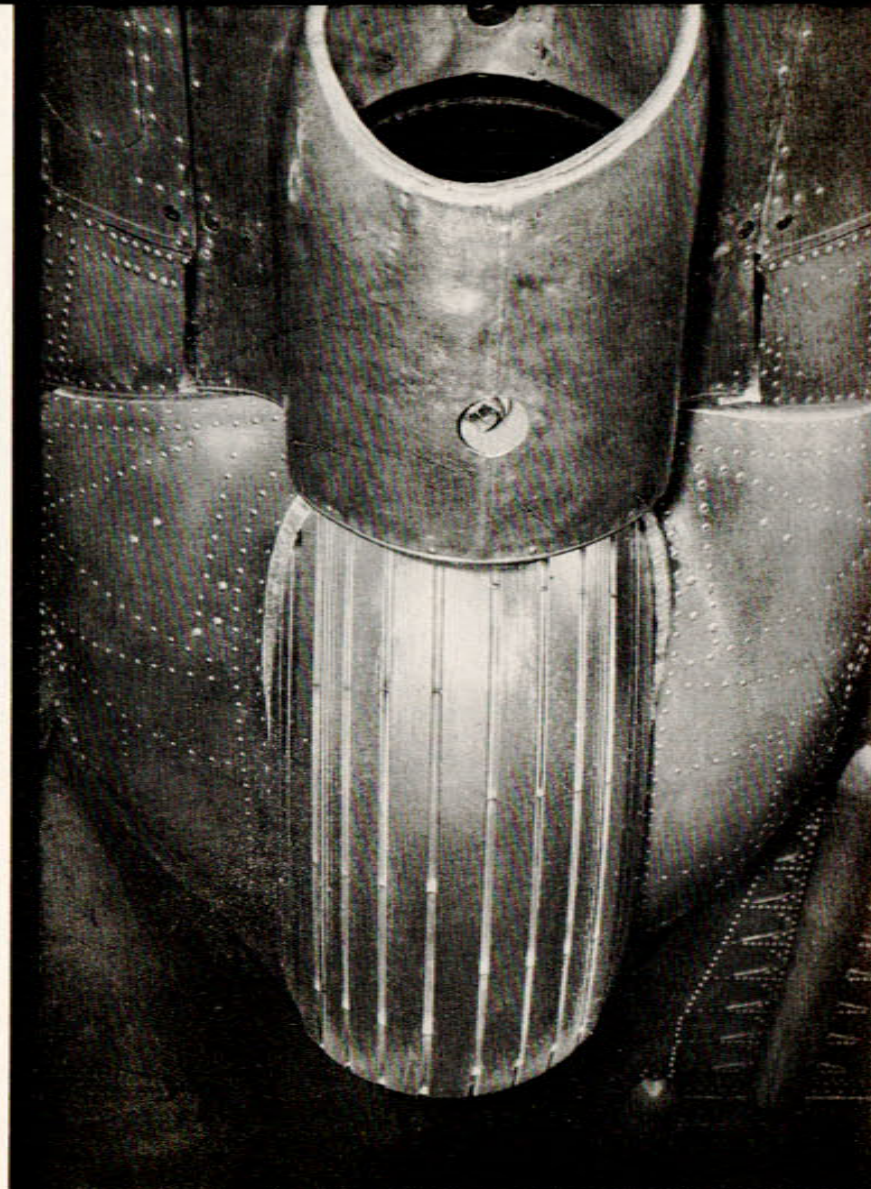
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## LIBRARY CORNER

By ROBERTA MAUNDERS

Among the most controversial books to be published this year "The New Class" by Milovan Djilas, may well be the book to finally doom Communism as "Das Kapital" created it.

#### PRISON FOR A BOOK

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The Winnipeg Free Press

Milovan Djilas, former Communist colleague of Marshal Tito, has been sentenced in a closed court to seven years in prison. He had written and caused to be published abroad a book entitled *The New Class*. It was designed, according to the Yugoslav prosecutor, to harm Yugoslavia's reputation and to undermine the country's Communist system.

As Mr. Djilas refused to answer questions in the absence of correspondents from free newspapers there is no court record of any value to outsiders in weighing these charges. The true record is the book itself. Mr. Djilas stands by what he has written. Does the book sustain the charges brought against its author in the court room at Sremska Mitrovica?

If Mr. Djilas felt himself free to speak, he would almost certainly claim that he was guilty on the second charge but innocent on the first. And this should be the verdict of the jury, his readers around the world.

Beyond a shadow of a doubt *The New Class* was written as an attack on the Communist system, including specifically its Yugoslav variant. It is not a summons to arms. Mr. Djilas does not call on his people to go back to the woods and mountains. But it is a book that weighs Communism in the balance, finds it wanting, and predicts that it will pass as an evil thing.

It should be said in fairness that this is not a case of a regime seeking out Mr. Djilas to persecute him. But Mr. Djilas was possessed of a conscience that would not let him rest. He had to testify. He invited prosecution and would no doubt have been disappointed if his chal-

lenge had been ignored—even as Lenin was disappointed when, on arriving back in revolutionary Russia, he was not promptly hustled to the fortress of Peter and Paul.

But on the first count Mr. Djilas is innocent. The Yugoslavs are a people much admired in the world, not for their regimes—which are often bad—but for their stubborn refusal to bow before force in anyone's hands. Their heroes have been rebels, against the Turks, against the Germans, against local authoritarians. Yugoslavia's reputation never stood higher than when Tito, in his greatest hour, defied the

might of Stalin.

Today it is Milovan's prison clothes, not Tito in the Palace, who personifies the slav people. By the very act of feigning his own freedom, he struck another hard blow at the New Class.



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# USQUEBAUGH ON THE ROCKS

by SGT. J. L. WILSON

WORDS in the language with similar sound but different meaning have long plagued old hands and newcomers to the tongue. Words like *been* and *bean*; *saw* and *saw*. The notorious words of the "to" sound; the feminine-uttered "no" and "yes"—and the male explanation: "I was working late."

The following pretends no solution to the dilemma. The confusion has been attacked with fervour (but without noticeable language reform) by such cavalier spirits as the late George Bernard Shaw and a relative of that writer. And both received certain publicity over the matter.

The kinsman was brought to ground at the outset of his campaign by tripping over his own armament as it were. He was misunderstood. He had stated in the affirmative that he would settle an overdue debt to the bank within twenty-four hours. But, as was later made evident by the newspapers, he had meant to say that he was leaving town.

Nevertheless, this article does suggest an escape from possible tumult by using words of alternate length and sound whenever you wish definitely to establish mean-

ing without the risk of misinterpretation.

As an example: use the word *projection* if you're referring to a

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protuberance, nob, or an enlarged part of anything in preference to the word *boss*. But say *chief*, *sir*, *manager* or *master* if you're referring to a person in authority. These

last four words lend themselves nicely to gestures; especially if you're in the company of the head man when using them.

It might be wise to mention here that it's possible that the user of the system may find himself suspect, on occasion, of affectation or worse. Every practice has its pitfalls; and it's well to remember, for example, that whenever you use the word *can* you mean either a metal container with a handle over the top, or you're implying an ability to supply or perform. There's little point in going on with explanation. The system outlined is simplicity itself.

However, this last is offered to kindred kind who have successfully hurdled barriers into past New Years and who now view the leaps with post-flight wonder and a wish for easier passage over future festive times.

For such as it may be worth, *usquebaugh* is another legitimate word (derived from the Irish Gaelic as an added inducement to take the bagpipes off their hands) for *whiskey*. Cheerily enough, it becomes easier to say along toward midnight!

Or don't you indulge?

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# T. V.

## MIRACLE OR MONSTER?

The 20th century has spawned a monster; a cyclops which will destroy us unless we are on guard to its dangers and take the necessary precautions to keep it in its proper place.

The adults of the 17th century used the name of that ogre Napoleon to frighten their children into a semblance of good behaviour; however the modern adult is made of sterner stuff. He invites the monster into his living room for the amusement of the children.

TV is the greatest selling mass media in the world today. It has a social pressure beyond anything this world has ever known. Overnight this machine has changed the living habits of millions and millions of people through out our civilized world.

This modern miracle can be a force for evil or a force for good, depending on how we learn to control it. Formerly the family sought its entertainment outside the family circle in theatres, night clubs, sports events, dances etc. Today we sit in our living room and are entertained in a fashion that

King Solomon in all his glory could not attain. For this privilege we pay a terrible price, for with all this wealth comes trash.

Have you ever stopped to think of the hours and hours of material that has to be ground out daily to cover all the output of the TV networks of North America? This tremendous demand for material brings with it the inevitable lowering of standards and into this we get garbage and trash, sprinkled among the gems.

How long can this material, both good and bad, continue to pour over us without the inevitable change in our mental and moral outlook taking place? The initial sufferers are the children who are the most impressionable and who have not the experiences necessary to separate the wheat from the chaff.

However, TV is not all bad. In a great many American cities today the use of TV has become an educational tool of great value and its use is spreading rapidly. I know you are all aware of the tremendous variety and scope of television programming and therefore will not

take time here to discuss individual types of programs. Suffice to say the variety is endless; the impact terrific.

We must recognize TV for the power and force that it is. It is a monster or a miracle, as we decide. Having recognized its capabilities we must take adequate steps to control it.

There are two main methods for control. The first is our personal TV habits within our family circle. We must learn to be selective especially in regard to children's entertainment. We must control *what* they see and *when*, so that young minds are not confused with ideas and suggestions that are beyond their powers of comprehension. Secondly, we must be willing to take an active part in public discussion on all matters concerning television programming and must express our opinions in writing on all controversial issues.

It is only by exercising our right as free citizens to express an opinion that we may hope to curb the monster in the "cyclops eye" and benefit from the miracle.

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# THE POSITIVE APPROACH

By CPL. RON BAYNES

A RECENT privately-sponsored poll by three airmen, formerly employed on Madison Avenue, has revealed that some Service personnel are failing to make full use of their Clothing Credit. The three airmen, eager to make the fruits of their experience available to the Service, have formulated certain recommendations which it is hoped will be considered by the responsible authorities. These proposals have been embodied in a Report currently being studied in Ottawa.

The Report found that hitherto action to separate personnel from their hoarded credit has brought certain difficulties to light. Though kit inspections, muster parades and disciplinary action of different types have on occasion proved successful, it is still sometimes difficult to distinguish between the clothing credit-hoarder and the thrifty but still debonair airman. The Report has therefore recommended that the entire problem be approached from the point of view of "Positive Thinking"—that is, from the Clothing Stores themselves.

Effective immediately an application of principles long accepted in civilian clothing stores would be implemented by the Clothing Stores sections of the RCAF Regular. Personnel in these sections should from now on not be content to merely service the needs of the clothing parade, but should actively "push" their products. "Hard sell" and "soft sell" techniques should be inaugurated at the earliest possible date by all Supply personnel concerned.

Primary target will be an increase of over 200 percent by the end of the first quarter. NCO's i/c are to equip themselves with copies of an approved Manual such as "I Made Good in Underwear," by Elwood Lester, pending the inauguration of Special Courses which are being arranged with Snappy Suits of Montreal. The following instructions would fill the gap during the interim period:

- (a) Secret Supply Instruction No. 346,890,-2½, Part 4, to be amended. In place of the standard expression for Supply Techs engaged in Clothing duties (see "Frowns—mean, suspicious; and Grunts—hostile, non-committal)—Supply Technicians will now

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wear Smiles Eager, accommodating—said smile to measure *five inches across and three inches in height*, tooth-to-tooth and jowl to jowl.

- (b) Personnel will no longer remain warily behind their counters but will upon the approach of the "customer"—
- (1) *Come to attention;*
  - (2) *Advance smartly out at 232 paces per minute;*
  - (3) *Grip purchaser by the left arm, three inches below the shoulder;*
  - (4) *Deliver a sales talk. (See Appendices.)*

NCO's i/c will be responsible detailing each week one member of their staff to approach the purchaser while above-mentioned sales talk is in progress and to place upon his head caps, field service, each one, or caps, winter, each, one. The technician so detailed will also turn the "customer" towards a regulation-sized mirror (which should be kept highly polished at all times in accordance with EO 2345-8765) and make short flattering statements regarding the appearance of the wearer.

The practice of inspecting the customer's "I" card with an expression of profound distrust will cease. Henceforth, small, comfortably-equipped desks will be made available for customer to be interviewed by a responsible technician.

Other "Customers" will not be required to stand but will be seated in comfortable armchairs while sale is being closed. NCO's should make full use of the special allotment provided for by the Report—including cigars, brandy and other promotional features.

Television Advertising may be arranged by DAD SERT-2-5 along the lines of comparable civilian enterprises. Arrangements are being made to sponsor and produce a half-hour weekly show entitled "I was an I and R Man for the SSO." Testimonials from satisfied personnel are under study.

Technicians engaged in Clothing Store Duties will henceforth be known as Hustlers, Clothing—Group 3.

In conclusion, the Report points out that all personnel should make a point of supporting this new project and should patronize their Clothing Stores without delay. Turn right near the hangar and look for the "Going Out of Business—Clearance" sign.

Dollar for dollar you can't get a better buy.

# FLASHBACK ON STEVENSON FIELD NAMESAKE

If Fred "Stevie" Stevenson was to fly into Winnipeg today it is almost a certainty that he would never recognize the airfield that bears his name. Where there was only pasture before, there are now acres of aircraft plants and the city has all but spread completely around the airport.

Frederick Joseph Stevenson was born in Parry Sound, Ontario in 1895 and his family moved west just after the turn of the century. He attended school at Aberdeen, Saskatchewan and later studied 'pre-med' at Westley College in Winnipeg. Indeed, had it not been for the outbreak of World War I which led him to follow up a secret interest in aviation, he might well have been practicing medicine in Winnipeg at the moment.

Fred went overseas with the University Battalion and served at first with the Signal Corps. Later when volunteers were accepted for service with the R.F.C. he transferred and here distinguished himself in short order, winning the D.F.C. and receiving the Croix de Guerre from France.

In 1919 Captain Stevenson returned to Canada and decided that flying was to be his life work. The new method of transportation had caught the public's imagination but was not enjoying a corresponding measure of public confidence or support. For some years following the war attempting to earn a living in Aviation must have seemed something akin to beating a road to the poorhouse. However, Fred hung on, and in the 1920's made a new name for himself, this time in the role of "bush pilot."

Backed by James Richardson's organization, Western Canada Airways was formed in Winnipeg and the two pilots chosen to captain the proud sister ships "City of Winnipeg" and "City of Toronto" were Fred Stevenson and another aviation great, Berut Balchen. In the period that followed Fred flew many tons of freight into Sherrit-Gordon and other developments

and in one 28-day period moved 23 tons of freight with one aircraft, an unheard of feat at that time.

These accomplishments, which almost escaped the notice of many, did not fail to register with the mining men of Canada who began to see the aeroplane in a totally new light as it brought into production areas formerly considered inaccessible.

At the Pas, on January 5th, 1928, Fred took off on a routine check flight in his Fokker, one of the work horses of the period. Check flights were the order of the day prior to long trips and two passengers waited on the ground as the aircraft made a circuit of the town. Then in full view of his passengers and many friends, tragedy struck. No one will ever know exactly what happened, but we are certain it was that the pilot, in securing the safety of others, deprived himself of all possibility of a landing having any measure of

control. Having weathered the aerial combat of the war and survived hundreds of wierd and wonderful take-offs and landings, Fred was killed at the age of thirty-two doing a routine check at an airport he knew like the back of his hand.

His combat record and his Northern operations, particularly in connection with the movement of mining equipment, had won the admiration of Airmen in many lands and in 1928 he was posthumously awarded the Harmon Trophy by the Ligue Internationale des Aviateurs.

Notification that the award had gone to Stevenson was made first to Col. Charles Kerwood, head of the American Section of the Ligue, and there followed a strange delay of eight years before its presentation to Stevenson's parents.

Finally, through the good work of Dr. E. Guthrie Perry and Major Moore of Winnipeg and Ralph Maybank, M.P., arrangements were



made for a suitable presentation. In October 1936 the ceremony took place with Stevenson's father, Joseph Stevenson, accepting the award on behalf of his son from the hands of Lieut. Governor W. J. Tupper. Today Stevenson's medals are in the hands of the Winnipeg civic authorities awaiting the completion of a permanent administration building wherein, presumably, they will be suitably displayed.

Much has been written concerning our pioneer airmen for their part in securing Canada's position as a foremost Air Power cannot be overestimated. Certainly a recounting of Stevenson's exploits would fill a volume.

Possibly the inscription on the simple monument in Brookside Cemetery where Stevenson is buried best tells the story of his dedication to his own bright dream of Canadian Aviation.

It reads:

"Faithful Unto Death."



### The Supply Technicians Nightmare

By NIL STOCK

Now I lay me down to sleep,  
As through my mind the vouchers  
creep.

If I should die and my soul go  
free,

Turn me in on an E-93.  
I toss like mad in my little bed,  
With E-42's buzzing through my  
head.

All night long suffering torment  
vile,

Trying to think which copy to file.  
Then I shrieked and tore my hair,  
Giving way to wild despair.

I gave up the ghost and ceased to  
strive,

And started aloft with an E-35.  
They raised an IRV in copies eight,  
To help me through the Pearly  
Gate.

"Lord," cried St. Peter, "what an  
awful fix."

They should have raised an E-26.  
The procedure too is wrong as well  
So I guess you'll be confined to  
H . . . .

That's my story sad but true,  
I was transferred below on an E-62.

## BITS & PIECES

### RCAF OFFICER SEES JOINT INTERCEPTOR PLANES

A senior RCAF commander foresees the time when Canadian and American interceptor planes will operate jointly from each other's bases. The forecast was made by Air Vice Marshal Larry Wray, chief of the RCAF's Air Defence Command, in announcing a new step towards integration of the RCAF and USAF. This step will see two Ottawa-based CF-100 squadrons shifting to the USAF's Harmon Field, Newfoundland, for six weeks of practice operations with American squadrons. It follows the setting up last month of a joint Canada-U.S. Air Defence System with the RCAF's Air Marshal Roy Slemon serving as second-in-Command at Colorado Springs, Colo. There was no definite indication how far the integration of the two air forces would eventually be carried. But A/V/M Wray declared: "These combined operations will ensure that the two air defence forces can and will operate efficiently and effectively as one North American force for defence." He added: "We in the RCAF air defence system are looking forward to further opportunities of this type where our two aerial defence teams will operate jointly from each other's bases."

### "MISSILE NOT ONLY THREAT"

North America must be prepared to counter the threat of various weapons besides the intercontinental ballistic missile, Air Marshal Royal Slemon said recently. He indicated at a brief press conference that the manned bomber will be the main threat to North America for some years to come. Air Marshal Slemon added, how-

ever, that increasing emphasis will have to be placed on defence against the intercontinental ballistic missile. There was promise of being able to develop such a defence. The press conference was held soon after Air Marshal Slemon, 53, turned over command of the RCAF to Air Marshal Hugh Campbell, 49, at a ceremony on the Rockcliffe station parade square. Air Marshal Slemon, chief of air



staff for nearly five years, has been appointed deputy commander of the new North American Air Defence Command with headquarters at Colorado Springs, Colo. Air Marshal Campbell has been serving at Supreme Headquarters, Allied Powers in Europe, and before that was chief of the RCAF air division in Europe.

### COVER STORY

Santa receives a simultaneous double order from Howard Sotolov and Bonnie Lynn Askett during his stop-over at the Hudson's Bay Co. Retail Store. Howard had visions of an electric train, while Bonnie's main interests were a doll and a carriage.

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### BEAR FACTS FROM "402"

By JOE

(Recently 402 (F) Squadron (Aux) became 402 (T) Squadron (Aux) with a change of aircraft and a new establishment for navigators. During the same period the squadron was graciously endorsed the name of this "Grizzly Bear" Squadron making the totem its insignia.



By Gar! Dat squadron is funny  
place.

A grizzly bear wit no hair on face.  
Come, see da bear wit "Brynnner"  
look.

Dat ting somewan from totem took.

By Gar! Dat bear wit shiny pate.  
She got new transport role of late.  
She got "Exploders" dat "402"  
Now dese reserves dey fly as crew.

No longer fighter squadron, she.  
When 402 (T) come to be.  
Dat's why da bear's got brand  
new look.

Her face been changed for job  
she took.



### SOLUTION TO CROSSWORD PUZZLE ON PAGE 36

#### ACROSS:

- 1 Reforge
- 8 Patties
- 15 Airborne
- 16 Ernesto
- 17 Prestidigitator
- 19 Tete
- 20 Sulus
- 21 Tone
- 22 Steel
- 24 Tai
- 26 Mussel
- 29 Unarming
- 34 One
- 35 Adose
- 37 Genora
- 38 Optical Illusion
- 41 Patna

#### DOWN:

- 1 Rapt
- 2 Eire

- 3 Fret
- 4 Obsess
- 5 Rot
- 6 Grinselda
- 8 Pegu
- 9 Arista
- 10 TNT
- 11 Teatimes
- 12 Isto
- 13 Eton
- 14 Sore
- 14 Sore
- 18 Illusionist
- 23 Teacake
- 25 Arguses
- 26 Moops
- 27 Unpat
- 28 Setto
- 30 Nell
- 31 Inion
- 32 Noose
- 33 Gants
- 36 Olla
- 39 Increase
- 40 Latinate
- 45 Marcel
- 47 Rheims
- 50 Rires
- 51 Arca
- 52 Peru
- 53 Scur
- 55 Oise
- 57 Soil
- 58 Anne
- 59 Used
- 61 Loo
- 62 Taa

## OUTDOORS WITH BILL



### ...meet the reindeer

What is the most popular animal with the young folk at this time of year? Why, the Reindeer, of course! Surely any creature that performs such prodigious feats of endurance to see that all those stockings are filled deserves a lot of credit.

The Siberian Reindeer were first brought into Alaska some sixty years ago. There are now hundreds of thousands of them and they have thrived in the same semi-domesticated state in which they are raised in Europe and Asia.

Our native Caribou belong to the same family but are considerably larger than the Reindeer from the Old World. There are two species — The Barren Ground and the Woodland Caribou. The smaller Barren Ground Caribou spend their summers in the Far North browsing on the scanty vegetation. When winter comes they form huge bands and move in search of their winter's staple food, the grey lichen, known as 'Caribou Moss'.

Many Indians of the North rely solely on the Caribou for their winter's food and if they do not locate their migratory routes they suffer real hardship. Trains on the Hudson's Bay Railway are occasionally held up for hours when the Caribou are crossing the track.

The larger Woodland Caribou is not as common and does not gather in huge herds. He makes his home in the open spruce forests and swamp lands. Like the Barren Ground Caribou he feeds on lichen in the winter but while his Arctic cousins move South he moves North from his summer habitat in search of the tasty moss.

Unlike other deer, both male and female members of the Reindeer family carry antlers, although the doe's are usually much smaller. The buck's antlers are huge branching affairs and often there is a big palmated brow on one antler only. The Barren Ground Caribou is a light grey in color while the Woodland is nearly black in winter but the color fades to almost the same shade as the Barren Ground in summer. The long stilt-like legs and broad 'Snowshoe' hoofs make it easy for them to travel under the toughest winter snow conditions.

Santa's Reindeer are mighty important to children in December but our native Caribou are food and clothing, in fact life itself, to many of the residents of our Far North.

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## SECTION NEWS

### ARMAMENT SYSTEMS

By BILL CANCIA

I HAVE had a bit of luck and scrounged some leave and then with temporary duties elsewhere—well, with all these unfortunate incidents, I missed the last edition of VOXAIR.

I'll start right off by apologizing to LAC MacKenzie for not mentioning the arrival of his new baby daughter. "Congratulations on the new arrival, Mac, and I'm sorry I missed you last time."

We've been hearing a lot of grunts and groans around here lately, but that's only normal at the start of every hockey season. We've had a few practices so far and won one game and tied another.

Our bowling team is right up there, and I guess it's a bit early to say anything about curling. However, we have won two games and lost one, so that should indicate we will do all right.

We'd like to welcome back Flight Sergeant Metz. He's just recently returned to us after a short tour of duty in Camp Borden. "It's good to have you back, Flight."

LAC Turski has finally made the grade and is now the proud owner of a transfer overseas. "Congratulations, Tursk, and be good over there."

We have three M&W lads working out of our section now. They are LAC's MacDougal, Smith and Hugher. We hope these fellows don't try to cut us out of a job.

For a while there we were expecting LAC "Pogo" Loyer to re-join us, but I guess his rehab leave has proved too successful and he's forgotten all about us. We wish him all the best of luck in his new endeavours.

Well, I guess that's about it for this month, and we'll join you again next month.

### MESSAGE CENTRE

All news compared with Sputnik news seems to be relatively unimportant these days; even Science Fiction on Sunday evening is becoming prehistoric. But you don't read Voxair Section News to get up to date on current affairs, either. Why are you reading this then? The explanation is simple and not in the least unimportant. Print the name Sputnik a thousand times across any newspaper and people will get sick of it in no time at all, but print AC1 John Doe's name just once and it registers like Pay-Day. In other words, Voxair is an excellent medium for morale boosting and we're going to try and fit a little story around every Guy and Doll in the section without hogging too much space.

First of all — comings and goings. We should like to extend a welcome to AC1 Jerry Amyot, who is knuckling down to the job and AC2 Fred Kern who is doing some contact training. AC1 Roger Tanguay has finally left for France (look out Paris). In a previous issue of Voxair, I reclassified AC1 Jim Wright to AC2 but AFHQ figured I dun him wrong so he is now the proud owner of a couple of props.

Money-wise, Babs Perrin won some loot on the World Series and everybody else still looks forward to pay-day. Ellen Osowetski has the honour of "THE SWINGING KEY" at last.

Our sympathies go out to Ann, Peggy, Bernice, Joan and Phyll who now have to spend the night alone but we trust the Model 15 will break the monotony now and then.

As I shall be going to the Relay fairly soon Stn Message Centre will need another "SCOOP" and I thoroughly recommend LAW Eleanor Kompch. Jean Christie couldn't do it because she's too busy

filling her car up with oil, (she says she clocks 1000 miles per week and one begins to wonder where her secret rendezvous could be — Beausejour perhaps?)

That's it for now — Have a good Christmas, you-all.



**FIRES DON'T TAKE HOLIDAYS!!**

### STATION ORDERLY ROOM

By LAW ELLIE NORMAN

I'M very sorry for the absence, but the trade board kept me a "little" busy. Well, anyway, here goes.

That farwell party at Kap's for Pete Siagres must have really been something. Due to circumstances beyond my control, I was unable to attend, but from the reports I've been hearing —!

I must correct a statement I made in the last issue. "Suds" Pshystocky is not from Port Arthur but from Fort Frances. Please accept my humble apology and remove that *shotgun from my back!*

The "Swear Box" in CR is really building up. Not only do you pay when you swear (the list is really a dilly), but also when a mistake is made. A pretty smart way to get money for a party—eh, what!

Well, Toni Martin got herself the transfer—to 14 Gp. Never mind, Anne, you still see her at mealtime!

Sgt. Hurtick and El have really been trying to lose some weight—at table tennis, yet! Where there's a will there's a way, they say!

Well, that's all for now.

### AIRWOMEN'S REPORT

By the time this article is in print **FAY** (Fifi) **CLIFTON** will be down in the States . . . maybe in Las Vegas she'll met 'That' Pilot . . . wonder if he'll have her paged at the Local Bingo Game . . . guess we'll have to start looking for another fourth at whist. **JOEY KON** has moved in with **VI BULET** and now hangs her hat where **FAITH BROWN** once called home. Faith is now **MRS. BILL MYERS** . . . at the present, he's stationed at Beaver Barracks — we all send them our best wishes . . . **MARILYN (SUNSHINE) HARKER** is back from leave — Vancouver, no less — B.C. fan this kid, said she had a terrific time visiting with her sister and taking pictures of the best part of Canada.

**LORRAINE RICHER** bowled a 295 for the 'Tooters' and got their team on the board — now just keep the ball rolling and stay up there . . . **TERIE TODD** had a good leave in Montral and points East despite a bout with the flu . . . she's been buried in her books since her return . . . maybe she'll change her blue uniform yet for a white one . . . **JOYCE LONEY**, Supply Account's tad in from Goose Bay, met old room-mate from the Goose, **GLUBRECHT**, so she at least has a buffer between the outer world and our Barrack Block.

Congrats to **JUNE (THE KID) ORONOSKI**; she has been down to the States in a Bowling Tournament. Her team was in competition against 30 other leagues and they came out second and fourth in the finals . . . We're proud of thee, Minnie . . . Maybe this was the reason for June's latent period of making the mess hall for breakfast two weeks before the trip. **BEV (SHEHERZADE) LEONG** and **MINNIE** are giving Sgt. Shatterproof and 'Slenderella' food for thought — so — if the rest of you think it touches along the *humorous* . . . have you measured your hipline lately while these two are taking it off?

I've been checking my clothing

credit to see if there's enough to cover another battle dress (larger!)

**EDDIE** (Get your feet off the upholstery) **HURST** is pretty proud of her Pontiac. It was delivered while she was in the hospital with the flu—never saw such a speedy recovery. **JOAN** (What is this madness) **HILL** is still waiting for Mr. 'Fort Francis', but don't notice any grass growing under her feet in the meantime. **SUZANNE MORRISETTE** seems to be adjusting to the turmoil of Safety Equipment.



"Oh, Mrs. McGillicuddy!"

### TARMAC TALES

Well Dearly Beloved Brethen and Sistern, here we are again to beguile you with our third edition of "Tarmac Tales", those gems of wisdom and pearls of gossip from that Rootin Tootin, Square shootin Servicing Squadron.

We are pleased to announce that our squadron non-effective strength is still on the uprise, and that additional housing points can now be officially credited to Cpl. and Mrs. Griggs, the parents of a baby boy; and to LAC and Mrs. Hilschey, the proud parents of a baby girl. Our congratulations to you both — and watch that diaper rash, dad!! Our spies tell us that Corporal Carnahan from 4 hangar will soon be joining the ranks of the Diapers Fraternity, so we wish him all the best.

Well, the sad day has finally come to say goodbye to FS Wilbur

who has been mother, father and even nurse to us at times. We'll see him around though as he's only gone to 16 hangar to include his talents with the boys in Mitchell Repair. At the same time we wish to welcome our new "whip" FS Reardon into the gang. We wish both the very best in their new positions.

Congratulations to Cpl. Thompson from Servicing Squadron Orderly Room who placed second in the men's top cross of the Amalgamated Civil Servants Bowling League with a 782 score. He also qualified in the St. James Senior Men's League for the Charles R. Gibson tournament with a 282 game. The tournament is to be held in Winnipeg Saturday, Dec. 7, 1957.

On the sporting department the Commanding Officer opened the curling on Nov. 12 and among those present from Servicing were LAC's Sopher, Patterson, McGill and Bittner. The local critics are suggesting a weakening diet for LAC Patterson to prevent him throwing those rocks among the spectators.

LAC LaFortune has served notice that there is no one who can look after our new coffee bar in 10 hangar as well as he can. He is now known around the hangar as "Sanitary Ed."

LAC Miles has decided that he has had enough of barrack life and is about to leap into that sea of matrimony this coming Dec. 7. We wish him all the best but we do think that this is getting out of barrack clean-up the hard way.

Among recent additions to Servicing Squadron are (don't crowd fellows, we may extend the quota) AC1 Lebrun, AC1 Bouchey, and AC1 Enberg from Station Camp Borden; LAC Gault and LAC Barker from Repair; and LAC Clyne from station Centralia — all of whom are now operating from number 4 hangar.

Servicing Squadron Orderly Room is now under new management as Sgt. Mike Worobey takes over the reins from yours truly. Lots of luck on your new job Mike,

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and please go easy on those details,  
etc.

Our leave roster tells us that Sgt. Siford and Sgt. Gorius are taking life easy these days vacationing and basking in the bracing Manitoba weather. Did you give the old gas buggy a good check out this time Bill? Those towing bills are so expensive!

I see by the calendar and the feverish activity around the hangar that promotion assessments are the order of the day. Another four months and that big day will be here again. Well, we can dream a little.

Before we sink back into oblivion for the next 4 weeks we wish to extend our best wishes for a speedy recovery to LAC Gannon's wife after her recent illness, and to pass along to LAC Tucker, the hearty wishes of the gang in ten hangar for his speedy recovery.

Well that's "thirty" for tonight—see you next month.

#### OFFICERS' WIVES CLUB

The Officers' Wives Club meets the first Tuesday of each month in the Officers' Mess. On January seventh the group will gather at 8.30 p.m. in the Bamboo Room of the Mess. The Club took a holiday from business on its December meeting so all items held over will be discussed at the January meeting.

The Station Nursery which was opened in October as a Club project is doing very well. The Nursery is

open in building 17 on the old site for all Station personnel for their youngsters from age 18 months through school age. It is open on Monday and Thursday afternoons from one to five p.m. and hourly rates are very low. The Nursery Committee is headed by Mrs. H. C. Vinnicombe and the daily staff is made up of Club member volunteers.

All Officers' wives are urged to attend the Wives' Club meetings and take part in the activities of the Club. Newcomers may call the Club President, Mrs. R. C. M. Bayliss or the Membership Chairman, Mrs. D. C. Evans concerning further information about meetings, car pools, and various projects.

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#### FLYING WING

"The skies on the Canadian prairie must surely be the widest in the world" wrote an English traveller and, reading this description, his fellow-countrymen, shut in by the hedges below and a small inverted bowl above, probably paused in their reading and thought of emigrating to these vast blue expanses. Had they arrived in the fall of 1957 they would have been sorely disappointed. The skies have been mostly overcast lately, so that a student navigator on an exercise looking for a star or a pinpoint by which to fix his position would seldom have found either. Of course, we have the crafty meteorologists to help us, so we have not often been up there looking for stars

lately, since these learned gentlemen advised us that it would be of no use.

Because of this weather, the AOS is somewhat behind schedule in flying and we can imagine that to the persons concerned with them the statistics for the past month do not look impressive. This reminds me of the remark that statistics are like Bikinis: *what they reveal is interesting, but what they conceal is vital.* Soon this troublesome vapor will be frozen solid, along with everything else. The clear skies will be full of aircraft and we will be back on schedule. In the meantime, *adieu les weekends.*

Some time ago the OC Flying Wing, who must be a man of hidden sensibilities, suggested that the ladies would probably like to join their pilot husbands and friends in a party that would include cocktails and dinner. He could not have judged more shrewdly. Last Friday (22 Nov.) the party was held in the Officers' Mess: cocktails, dinner, speeches by the OC Flying Wing and by the Station Commander, entertainment and then dancing. The ladies were delighted, and when they are pleased, who would not share their pleasure — an ardently hope that more of these affairs can be arranged?

The OC of AOS, W/C and Mrs. Evans, and S/L and Mrs. Doyle were also our guests.

We congratulate S/L Adamson on the idea, F/L Oliver and his staff for the fine dinner, and particularly

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F/L Tobin and his fellow artists for the show they provided. We never guessed that there was so much talent around. Incidentally, the story that a lady discussing the identity of the navels under the hats was overheard to remark: "That isn't Percy; it isn't anyone from B Flight" is apocryphal.

The transfers from Flying Wing must be increasing, because the other night mugs were presented to no fewer than eight in the Bamboo Room at a well-attended stag. S/L Adamson cheered the boys on their way and the eight replied very well in spite of their tears, while the rest of us listened wistfully. We spent the rest of the evening giving the departing unheeded advice while they replied in kind, and the whole became rather garbled as the bottles were emptied. F/O's Peterson and Phipps have gone to Camp Borden, F/O's Bradshaw and Comeau (of compass swinging fame) to private enterprise, F/O's Rittinger and Youngren to the centre of things (412 Squadron), and F/O Whillans is going to roam the world with 426 Squadron, a tour that should take the wildness out of him.

An innovation in Flying Wing is the recently - opened operations centre, which has taken over the functions formerly performed by the Duty Briefing Officer, the Duty Squadron Commander, the Duty Pilot, and the Flying Wing Operations Officer, as well as a number of other tasks, and brought all of

them under one roof. The least it can achieve is to make it easier to remember which number to call on the telephone. We wish the centre well, and silently drink a toast to it each time we recall that but for it we might be doing a tour of DSC. The Unit Operations Officer is F/L Larry Corbeil, and he is assisted by a number of navigators and pilots. Now we will know who to complain to of the lack of variety in routes, and of anything else that may go wrong.

by F/O PETER YAREMA

#### C. N. S.

The Central Navigation School bids welcome to several new personnel who have joined the staff in

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the past month or so. On the service side we have: S/L M. Kaye, RAF Exchange Officer, who comes to us from RAF Flying College, Manby, Lincolnshire; F/L Leon Rushcall, who joins us from CFS Trenton; F/L Bill Patrick from 409 AW Sqn., Comox; F/O Alan McLennan, a graduate of 31 SONI Course, who came to us originally from 436 Sqn. Downsview; Cpl. Paul Williams from Stn. Moose Jaw; and AWI Dymphna Farrelly, an Irish colleen who comes to us via TCAU Trenton. On the civilian side we have Mr. Jack McBain, recently of the Phillips-Gutkin and Associates Ltd., who joins our staff as a graphic artist and finally Mrs. Susanne Saltzer, who recently arrived in our typing pool via London, England.

We also wish to welcome the members of two new courses; 17

SORI course and 32 SONI course. Best of luck in your post-graduate studies chaps, the boys in AOS are still looking for replacements.

10 SpecN Course is getting ready for NAV-CAN 57, their annual tour of Canadian industrial and service establishments. The boys must have miscalculated this year, they won't be in the EAST for the Grey Cup Game; I guess they'll have to make do with TV like the rest of us.

#### Vital Statistics Department

Born: To F/L and Mrs. J. A. Robertson, a son, on 9 Oct. 57, Lawrence Alexander, weight 7 lbs. 14½ oz.

Born: To F/O and Mrs. D. K. Schneider, a son, on 7 Nov. 57, Timothy Donald, weight 6 lbs. 14 oz.

Born: To F/O and Mrs. E. E. Boyd, a girl, on 18. Nov. 57, Laurie Lee, weight 7 lbs. 2 oz.

#### 3CU COMMENTS

3CU played host on 5-6 Nov. to our new Commanding Officer CCHQ (Communications Control Headquarters — Rockliffe), S/L Harris and his aides F/L MacKay (C Tech O) and F/O MacKenzie (C Ops O).

Their visit here coincides with the CCHQ annual inspection. The results of this inspection are tabulated and then compared with the aggregate scores attained by similar Communications Units located at Vancouver, Edmonton, Winnipeg, Rockliffe, St. Hubert, and Halifax.

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#### ANNOUNCE

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The unit attaining the highest score is presented with an "efficiency trophy," which is awarded by CCHQ. (3 CU won the cup the first year and 4 CU Rockliffe now has the cup in their possession).

We of 3 CU are quite sure that our unit will give all the competing units a favorable run for their money, but we are chewing our fingernails anxiously awaiting the final results.

#### AHEM — HAREM — SCAREM

It would appear the virile males of 3CU have suddenly lost all their subtle SA (*Sex Appeal*).

For some years now 3 CU has had a heavy complement of the fair sex who contributed a great deal to the efficient operation of 3 CU, particularly in the Relay centre.

Now for some unexplainable reason we suddenly have our harem depleted, so much so that the only airwomen left are Cpl. Anne Culligan and Cpl. Fay Clifton, and both of these young ladies are also departing this fair unit in the immediate future.

On behalf of the unit we wish these lassies (the last of the 3 CU harem) all the very best of luck and very good fortune in their future careers, and we do hope the variety of male species they encounter will meet with their discreet approval.

#### SUPPLY

Another deadline to meet! I've heard it said, if you have to work under pressure you think quicker — this is one theory I must look into — it must be a myth. I tried to write this column last night — nothing — so now it's morning — deadline in 9 hours — I've gathered all my bits of paper about me and am praying for some quick results — couldn't even blame LAC LAC-LUSTER. Yesterday I went around to all the section heads waving inga large nominal roll under their noses, and pleaded for any stale bits of news and choice bits of gossip — and results usually added up to — we've got lots, but N.P.F. (not for publication!)

First I'll tackle the leaves. First on the list: FS BUCK HARRISON, our AID man or, as he is now called, Quality Control Inspector, spent a week's leave in 'the Peg.' WO2 STEVE LOCH, Control, took a week's leave while his wife was ill.

Flight IBISON, Sub Stores, goes on leave soon — he'll be spending it at Stn. Winnipeg; great nature lover he, great travelling country that. AC J. ALBURY, Contact Trainee — on leave to the west (clever lad). LAC W. ARMSTRONG, Clothing, is going on leave to Ernfold, Sask. AC J. DAVIS, Sub Stores, went on leave to the east. LAC M. McLEAN went on leave to Stn. Winnipeg, and last but not least AC N. L. REES (who we've nabbed for our bowling team) was on leave down in P.E.I., and is now a first-rate potato picker. (The usual around here is cotton picker, but this lad is original). Most of the above information I gleamed from Ft. Ibison — I gather that everyone had a good leave; maybe this bit of information is hearsay — it wasn't volun-



"Have you got one that's not too durable?"

teered. Note on AC K. S. PEARCE — he's a quiet lad, just comes and goes — must be related to LAC LAC-LUSTER.

CPL. J. K. MacLEOD (Major Equipment) is having his holidays at work instead of taking sick leave . . . CPL. ERNIE FRENETTE took his family to Quebec on his leave; he was sorely missed each noon hour for 'Hearts' — no-one to pass the Queen to. SGT. G. DRUMMOND (Stocktaking Board) tried growing a cookie duster; it didn't last too long. Now CPL. (Commander Whitehead) BEARS is trying his hand at it. Cpl. Bears made the big move, from Major Equipment to Small Tool — replacing CPL. 'WALLY' BECHAMP who has moved over to 402 Sqn.

Stock Control now has its 5 new desks — tho' we almost didn't get them at all — the desks are made of plywood. SGT. ED. CARRIERE (R. & I.) is carrying around an extra long pipe — trying to stay

away from smoking. We send our congratulations to ROSE-MARIE and CPL. GLEN BATEMAN (R. & I.). On statistics — each one, section — BABY; reference — male; weight 8 lbs. ½ oz.; named William Kent, nickname 'Sammy.' Now Glen can take housekeeping lessons from CPL. JIM EWAN. We weren't sure of the category, but Jim was speaking proficiently about the difference between Lux and Joy detergent—"but the water must be just right, etc." so you can judge for yourself. Jim is quite up-to-date on this survey business. Just lately he took one on "Sloughs for Duck Hunters" and came to the conclusion that they are all two inches deeper than any hip waders he'd ever worn. Talking about duck hunters, WO1 ALEXANDER (accompanied by CPL. CHARBONNEAU Gas Compound) have had their fair share of hunting. They didn't reduce the duck population too drastically—and I hear there's talk now of their going deer-shooting — and if their duck hunting is any guide, Bambi hasn't a worry all season!

CPL. HUGH BECKWITH carried off the surprise event of the season when he announced that he'd just been married (one of the best kept secrets in the section) — we all wish you the very best. CPL. FERN WILSON (Clothing) and LAC WILF MORRISON (LPO) are now 'officially' engaged — ring and all the trimmings — maybe in the later years Wilf will forget his wedding date, but he just won't be able to forget the date of his engagement . . . All-hallows' eve, no less.

Oh Joy!!! The Stock Control floor has been granted a further month of easy living while the Bannerman Avenue heavy-heavy-weight has taken his hearse on an eastern jaunt. However, now that he has returned to "work"??? the strain on the floor isn't as bad as expected. This is probably because the rapid influx of hot air more than balanced the extra load, and we do mean load.

QUERIES — Who was Nor Taylor referring to when she said "He must think I'm awfully glib?"

SGT. B. STANLEY has had an internal posting to C.E. — seems C.E. slipped somewhere along the line and their supply now has to be re-organized and re-administer-

ed. LAC D. ROY is along as his right hand man. We see LAC CATHRO (GIS Stores) on bowling nights; pretty good lad when it comes to bowling . . . no news from LAC BIRCHAM (Barrack and Bedding). LAC ART KALINCHUK, formerly L.P.O., is now on transfer to Station Hamilton. When we said our adieus to Art we also said our goodbyes to Sgt. Strong — they weren't really good-byes, for Sgt. Strong has now retired from the service after many years . . . we had a little impromptu get-together in his honour and bid him our parting farewells at the same time — our welcome mat is always here for Freddy.

LAC DNISTRANSKY (Clothing) will soon be giving the Warrant competition — hear he's going hunting 'round Birtle this weekend; guess he'll be spending the rest of his leave in the same manner. LAC FARRINGTON has been out and around a wee bit — what's this I hear about thee taking out those Nurses — hmmm!!! and a note to our boy LAC ROGERS (Clothing) — the word on parade is Fall OUT! So, hear I be down to my last note; LAC HIEBERT (Sub Stores) has an overseas posting — to Germany he thinks — he'll be leaving here sometime in the middle of January . . . have a good trip. That's all 'till next month.

—by BETTE ANNE LEOPOLD.

#### SAFETY EQUIPMENT

The time has rolled around once more for a brief rundown on the goings on within the hallowed grey walls of the S.E. Section.

To begin with, I am proud to report that we were recently blessed with a new boss-man, WO2, Larry Goulet, who was transferred in from Summerside, P.E.I. Our great white fathers in Ottawa were surely kind to us, for we couldn't have hoped for a better man who efficiently took over the many section responsibilities and at the same time keeps an eye on his ever-changing brood; We're with him!

Now, to elaborate on that "ever changing brood"; Aylmer has sent us five additional techs in the past month or so, which consists of an AW, "Suzie" Morrissette, an LAC "Cec" Naugler and three AC's,

"Norm" Brooks, "Ray" Paiement and "Mac" McLeod. We're happy to have you about gang. Sure hope you like Stn. Winnipeg

Well folks, the loud peals of wedding bells were heard all over camp on Nov. 17th, when our LAW Shirley Williams took that fateful plunge and said "I do" to LAC Bob Ryan of A.M.U. Here's hoping that they will be very happy.

Talking about marriage and the sort makes me think of children and consequently Cpl. Stan Janiski. He was recently blessed with a six and a half lb. red-haired baby girl, Linda Louise. Congratulations Stan! This makes three for you now eh!

Possibly you can give a word of advice to our two expectant Daddys, LAC Tom Zanzow and

#### The Best to You...



All Year Through!

LAC Don Nickerson, who are comparatively new at this sort of thing. They seem all shook up don't you think? By the way, Lac Hank Acorn is awaiting his second blessed event, but since he's an "old" hand at waiting now, no-one could be cooler.

Our beloved Sgt. Hughie Kumpula has just returned from an advanced "0-2" course in Camp Borden, Ont. Guess you agree that it does a body good once in a while to get away from it all, eh Sarge?

In Sgt. Kumpula's footsteps followed Cpl. "Suds" Sutherland, who is now on staff here from Aylmer, where he was an instructor for a few years. Glad You're with us "Suds."

Shortly after his return, Cpl. Glen Graham proceeded down East also, while Cpl. Joe Hasiuk got some extra "gen" on a special Cpl's course right here in 16 Hgr.

What with the temporary shortage of Junior NCO's, Our Cpl. Dick (the dangerous) Buydens has the whole situation pretty well in hand.

Law Eddi Hurst finally broke down and traded her old green bomb in for a new 1950 blue one. She said she got fed up with the vehicle that persisted on blowing good used tires at every mile and whose transmission was constantly on the blink. Can't say as I blame her. Anyhow the new Pontiac is the most. It's equipped with radio, heater, wind-screens and a beautiful yellow ticket on the windshield for that "special" class.

I wonder if you've heard about our "all Girl" S.E. bowling league? We haven't many point as yet. To be perfectly truthful, we only have two, but we're always on time and really do try. The able support of AW's Richer and Levac just can't seem to pull us out of our rut, or rather, slump. We have a good time all the same.

We have just received a new secretary for our section; his name is Al (the Duke) Kent, formally from Log Control.

Guess that just about winds up the S. E. scandal sheet for 1957. May I wish you all the best in the coming New Year, and remember, We'll be looking for you!

LAW J. HILL

#### BARRACK BANTER

She: I refuse to go on that parade, I have more important things to do.

Second she: Yah! Like going on charge!

ANNA MARIE (SWAMI) LAWRENCE and her Ouija Board predict the future of PEARL (BLOSSOM) HNATYSZYN to be closely linked to a man, initial "B"? . . . ROLY (I'm still Hungry) LEVAC, visited the States while on leave — said she had a terrific ball . . . PEGGY MIDDLEMISS claims her radio works for the first time in months since Fern Wilson sent it on T.D. from the table to the floor . . . Pssstt . . . Fern got herself engaged; tall fair fellow — LPO Supply ( she said she'd kill me if I said a word, so I'm only hinting!)

When I came back to barracks after my bout with the flu, I thought the barracks was teeming with transients — now find out that all are here to stay — for awhile—there's **PHOEBE McKAY**, Met Observer type, in on transfer from Portage — hails originally from Cape Breton . . . **BARB COX**, off course from Aylmer, but won't be with us too long — she's being transferred to Goose in January . . . **MARIE PILATE**, Med "A" from Clinton; this lass spends most of her off hours ('bout 5 a day) studying to complete her schooling . . . Then there's **BETTY BELL**, Med "A" from Clinton too! Seems she's over the initial shock of being separated from her better half — Another Med "A" has come our way—**CAROL (TEDDY) MORRIS** — from Trenton; you'd thing there was flu around somewhere — well, there's **SHIRLEY HORNICK** and **BOBO** to lead the way.

Postings and transfers in also include **TANIS SIEWERT**, Supply Accounts' type, off course from Aylmer (also Trenton for 8 months); hails from Norwood — she's in close competition for home grounds with **JEAN ARNETT**, Rec Spec in from Borden, who hails from 'the Peg' itself . . . and leave us not forget **JAN LEALKE**, Met Observers from Trenton; she'll be leaving us in the near future for Cold Lake.

**TONI MARTIN** has a good posting too—14 Trg. Gp.—big switch — it's just as well . . . this block wouldn't be the same if you saw **ANNE TOPLIFFE** and didn't see t'other — **EVA KRASSILOWSKY** is diligently studying the Russian language . . . Keep up the good work . . . **MERLE (Number Maloney) HANSEN** is also studying, but she's not saying what or with whom . . . Hear there was talk the morality squad was going to check on the Production of 'Pyjama Game' in town . . . that's tame till you've seen **BONNIE O'NEILL'S** Red and White striped PJ's.

Note to **HELEN GLOWACH**: don't worry about having to cut your hair — just be glad you've got enough to cut . . . **VI VARR**, **VERNA COCHREIL** and **VI GUL-LAGE** have said their goodbyes and are now in Bagotville, Greenwood and Goose Bay respectively . . . **JEAN CHRISTIE** is now sport-

ing new coiffure (shorter too!) . . . **SHIRLEY WILLIAMS** is now Mrs. Bob Ryan; they tied the knot last Saturday — our congrats to you both . . . Item of interest . . . we have a celebrity in our midst — **MARG RATTRAY** is one of three — a triplet, born on 26 April 1923 — (the day the late King George and the Queen Mother were married); the other two thirds are named Alan and Mary.

**ANNE JONES** volunteered the info — 22 and single for the census, then discovered it was **VOXAIR** and hasn't said a word since . . .

**ELLIE NORMAN** and '**BITSY**' (each, one, Turtle, inherited from Shirley Williams) have announced their joint courtship with Vic Sweeney — as of now. Ellie and Vic are 'officially' engaged . . . **GERI NEITZ** is back from leave, spent in Yorkton, Sask. with her folks — and now my last bit of news — **ANNE CULLIGAN'S** — to go overseas again, was cancelled — but she's halfway there; the latest is she's posted to Lac St. Denis — good shopping, kiddo! Be back again next month.

Bette Anne Leopold

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### STATION INFIRMARY

Cpl. "Kip" Condon says it's as good in Quebec as anywhere. He spent a small stretch at St. John working with the "Flu Bug," then brought it back here with him. A week later we opened the emergency hospital. This is a two-storey and we have the patients separated by glass. The fat ones upstairs, the rest downstairs. Here's a suggestion to the engaged couples (we notice there are quite a few on the Station): Tie the knot on December 21st — the longest night of the year.

We must now mention a new arrival in the form of a charming nurse. She is F/O Barker and is very happy here. She must be. She's always smiling! She was transferred in from Goose Bay some weeks ago during that interim period when we did not get our copy to "Voxair" in time for publications.

The evening of October 25th saw one more of those traditional Medical Staff Parties, followed by a number of ill effects. The occasion — Bill Stephen was in the process of "Packing it up" to leave on transfer to Germany. Bill had been with us since 2 March 56, so his Scottish Accent.

Words of farewell were also said to Mrs. Gladys Petrie, the cheerful, almost middle aged lady, who had been the Star of Recruiting Medicals for well over five years. Of course while she was short of Recruits she filled in by doing a large number of Stn. Winnipeg Medicals, besides answering each telephone in the building which went unanswered after the second dingle.

We will have fond memories of these two unhappy people (unhappy for having left Stn. Winnipeg).

—DEL. KISCHEL

### APPLIED RADIO

By "WALDO"

"The wandering heroes' return to Voxair," or — paraphrased — **HERINELL** was Applied Radio last month?"

Port of missed the deadline last month I'm afraid, but as Confucius Boulet would say, "Don't apologize; no one missed you anyway."

In keeping with the fine traditions of the school, people have been working, graduating, getting

the chop and no transfers at the usual frantic rate. Also getting the odd bits of leave.

The Bruno Klingbeil has returned from a week in the marshes, as has F/L Duke Verhelst. The duck colony reports many casualties as a result of these snipers' activities. Yours truly was lucky enough to get a week off as well, but hunting within the city limits is necessarily limited to only one brace of "oiseaux."

New arrivals to the staff of the school are F/O's MacNeill, Chitra and Yole. These genned types arrived via the inter-site express and their smiling faces are seen regularly in and around aircraft and radar sets. A big hello to them, and remember: "Check the fifth amendment to the amended flying program every hour on the hour."

New refresher gentlemen are F/L Jack Bright from Centralia and F/L Marvin Darville from 17

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Wing HQ. When last seen, these two were hotly debating on which open "C" control should be set if the port engine catches fire.

F/L's Val Burdette and Art James returned from Ottawa and the Royal visit recently. Both report great excitement and a good trip. Val, as all in the Winnipeg area know, was a guest on "Spotlight" on CBC TV recently. He was interviewed regarding his duties as

Guard Commander for the Queen. From all reports it was a fine show, and hearty congratulations are in order.

Course 5612 graduated recently. This reporter had the good fortune of attending a most excellent parade in honor of the wings presentation. Nice to see the boys make the team, and the staffers all join in saying "well done." Just as a matter of interest, Honor Grad was F/C Tetarenko from Tisdale, Saskatchewan.

The morse section seems pretty quiet these days. LAC Batchelor is northbound soon, but other than that the boys go on and on pounding out millions of dit-dahs weekly. Stowing up the energies for Christmas, I suppose.

### OVERHEARD IN THE O. T. SECTION—

"She loves me — she loves me not — she loves me — etc, etc." The voice seemed to belong to the driver of a black 55 Dodge.

### VERY NEW NEWS

We've heard lately that a certain "Junior Birdman" of our school has been pondering the advantages of a "Parisienne" convertible over a "Lancer" for cross-country IFR Hunter Killer operations. The major advantage of open air operations in the role of Hunting I hear, is the slight tendency to hyperventilate at MACH minus. This saves on use of the expensive 100 proof injection system, and apparently the results are very similar.

Since this is the Christmas season—we at Applied Radio would like to wish all people everywhere a very happy and prosperous season, and especially to those who are less fortunate than we. The festive season means many things—flat bank account, snow, cold, sleigh bells, clanging fenders, bags of Red Nosed Rudolph's wandering about, etc.

It also means something else—it means the wondrous look of small children on Christmas morning—the closeness of friends and family—and thankfulness in the hearts of those who have the privilege of worshipping and living freely. Our thoughts on the subject are, like the thoughts of others like us — Christmas is wonderful. Let's keep it that way!

Until next issue — Cheers, chaps!

## GRADUATION CLASS 17 SORI



LAC Hooton

Back Row 1 to r: F/O J. S. Cliff, F/O D. A. H. Bentley, F/O C. B. Fletcher, F/L J. A. Pulfer.  
Front Row 1 to r: F/O H. E. Jones, F/O E. D. Teiman, F/O D. A. A. Hache, F/O E. E. Boyd.

## GRADUATION CLASS 5612 RO



Rear Row 1 to r: F/C's Tetarenko, Murray, Muir, Newhook, Rivett, Lyons, Gillies.  
Front Row: 1 to r: F/C's Casson, Elsom, F/O Campbell (Course Director) F/O MacKean, F/C's Brighton, Trecartin.



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## GRADUATION CLASS 5613 LR



Back Row, 1 to r: F/C's Shaver, O'Brien, Roux, Newton, Thompson, Hetherington.  
Front Row, 1 to r: A/P/O R. B. Macluskie, F/O P. Richardson (Course Director) P/O D. G. Stannard.

## GRADUATION CLASS 5614 LR



LAC Hooton

Front Row, 1 to r: F/C's Geddie, McCreddie, F/O Graham, F/C's Lavender, Metz.  
Back Row, 1 to r: A/P/O Zimmer, P/O Edmonds, A/P/O Collongs, A/P/O Scott, F/C Bussieres, P/O Walker, P/O Culpitt, F/O Barnard.

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 Front Row, F/C D. J. Davies, F/L R. I. MacNab, F/O L. Mavosley (Course Director) F/L R. J. Cummings, 2nd Lt. Cugola.

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