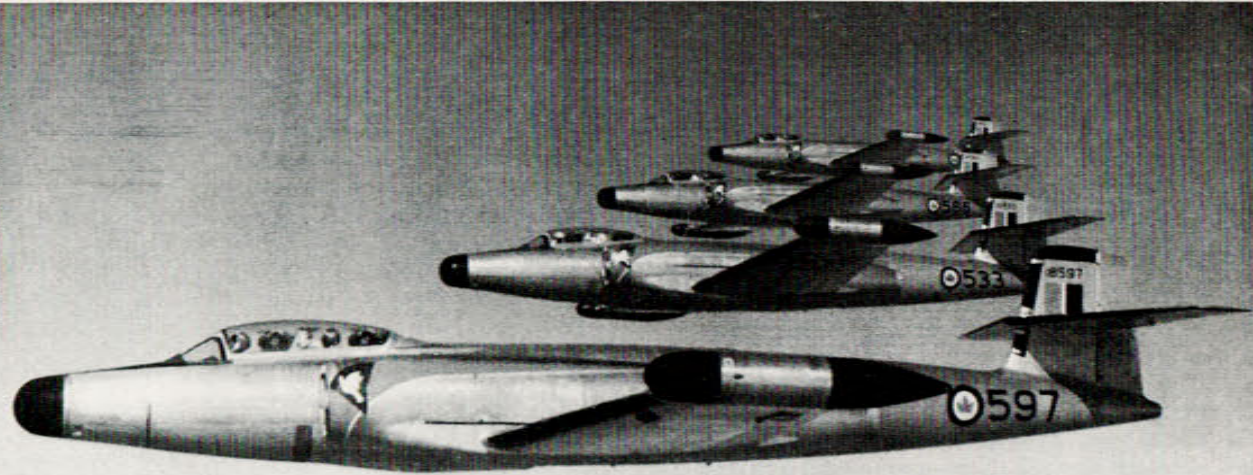


VOYAIR

An Airforce Newsmagazine

FOR SERVICE WITH THE BELGIAN AIR FORCE



ROCKET ARMAMENT



ELECTRONIC FIRE CONTROL



ALL WEATHER OPERATION

AFTER TRANS-ATLANTIC DELIVERY FLIGHT

The first squadron of Avro CF-100 Mark 5 aircraft for the Belgian Air Force has been delivered for operational service.

The Avro CF-100 Mark 5 was designed to meet specifications for a long-range, high altitude, rocket firing, day or night all-weather interceptor, with automatic fire control, for the lead-collision course attack technique. It has proved its operational performance in air force squadron service on both sides of the Atlantic.



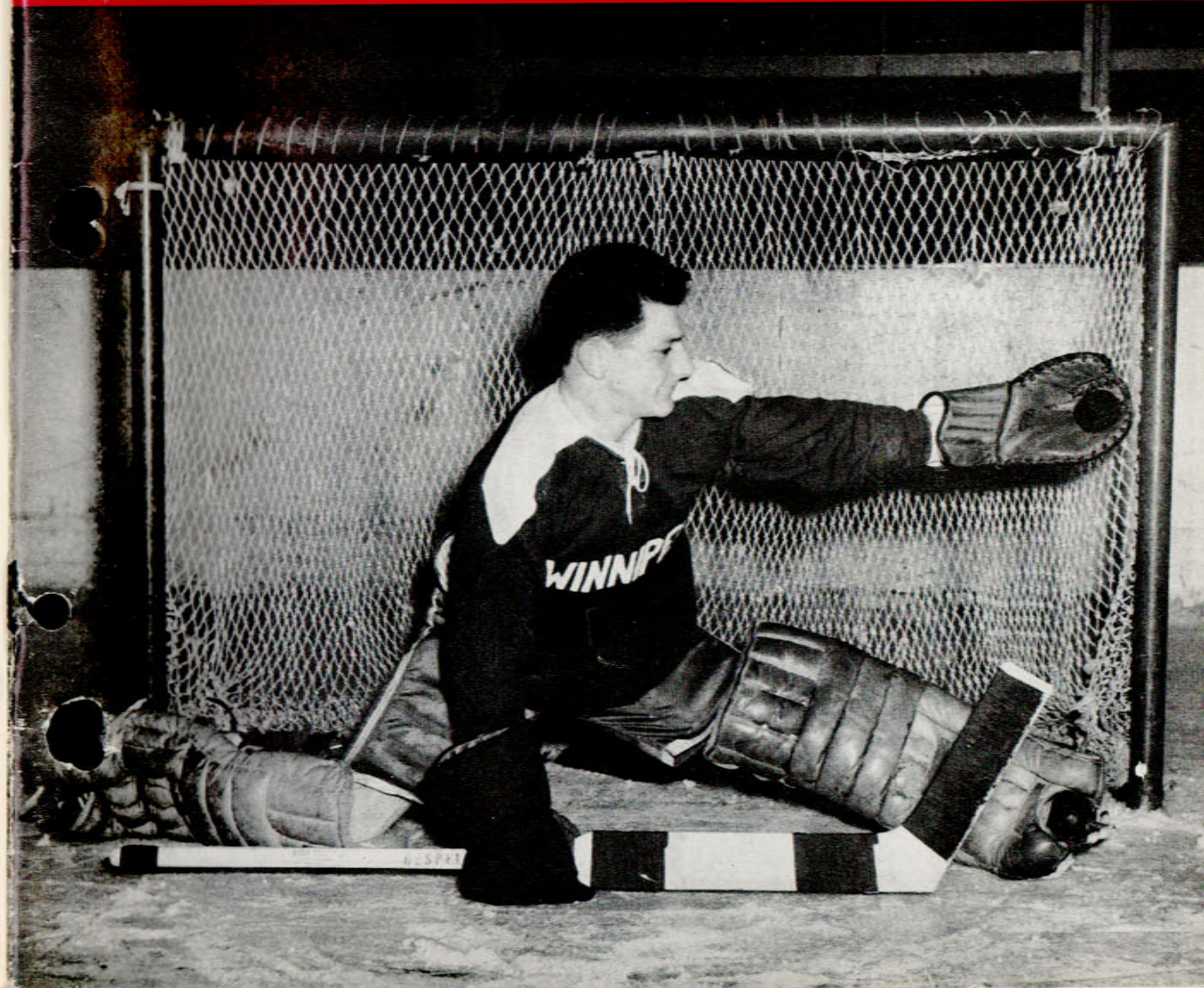
HIGH ALTITUDE

AVRO AIRCRAFT LIMITED



MALTON, CANADA

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





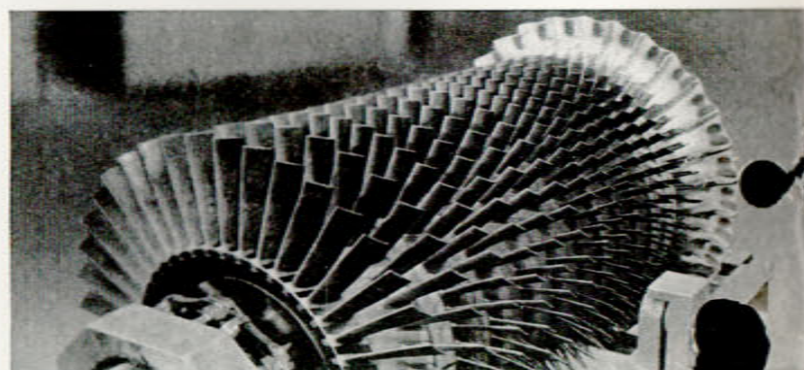
1,000 hours BETWEEN OVERHAULS WITHIN EIGHT MONTHS

Bristol Proteus—first axial engine on world's air routes—achieves outstanding reliability record

The mechanical excellence of the Bristol Proteus engine, most powerful turboprop in airline service, is convincingly demonstrated by the rapid extension of its overhaul life to 1,050 hours in *only seven and a half months of airline operation.*

First axial engine to be introduced on the world's international air routes, the Bristol Proteus is also the first engine in service to embody the free-turbine principle, pioneered by Bristol. This gives flexibility in the choice of power and propeller speed, which results in remarkable efficiency over a wide range of operating conditions, together with very low noise levels.

The Proteus has the lowest specific fuel consumption of any gas turbine in service—military or civil.



A Proteus compressor—uncleaned—after 1,050 hours in airline service

BRISTOL
Aero-Engines

THE BRISTOL AEROPLANE COMPANY OF CANADA (1956) LIMITED

UNIFORMS

CADETS and OFFICERS



Tip Top Tailors

"Canada's Greatest Clothing Value"

- Coast to Coast Service
- No Deposit Required.
- Budget Terms Available.

See Our REPRESENTATIVE at your Mess the First and Third Thursday each month

3 Stores

Mall Hotel
SUnset
3-0271

Paris Bldg.
WH 2-3144

536 Main St.
WH 3-8138

**Tip
Top
tailors**



AN AIRFORCE NEWSMAGAZINE

VOLUME 7, NO. 2

FEBRUARY 1958

CONTENTS

	PAGE
Articles	
SCULPTOR IN ICING Cpl. Ron. Baynes	3
THE ELECTRONIC IGNITION ANALYZER Cpl. Bob Dixon	12
SENIORITY, SEX, AND SALARY MEDICAL SERVICES . . .	18
STN. WINNIPEG F/O M. Harvey	20
CANADIAN JOINT STAFF, LONDON F/L Duke Palmer	28
NO POTATOES, THANK YOU Sgt. J. L. Wilson	31

News

STATION DRAMA CLUB PRESENTS "DETECTIVE STORY"	6
PRESENTATION OF TROPHY TO No. 5 CU	26

Departments

EDITORIAL	2
RECREATION SCHEDULE	5
PERSONALITY—S/L H. G. Grant	8
PERSONALITY—WO1 H. Wideman	9
THINGS TECHNICAL Cpl. Bill Bambrick	10
MUSIC WITH MAUREEN	14
LIBRARY CORNER Roberta Maunders	15
VOXAIR VIXEN Cpl. D. Askeff	17
AUTOMOBILES F/O Peter McLoughlin	24
SECTION NEWS	34
GRADUATING CLASSES	40

Cover Story

VOXAIR is published on the 20th of every month with the kind permission of The Commanding Officer, Royal Canadian Air Force Station Winnipeg, Stevenson Field, Winnipeg, Manitoba.

ARTICLES may be reprinted by other publications providing credit is given to VOXAIR.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscriptions are priced at 1 year (12 issues) \$1.20; 3 years (36 issues) \$3.50; 5 years (60 issues) \$5.50. Postpaid anywhere in the world. Address all subscription correspondence to: Subscription Department, Voxair, R.C.A.F. Station Winnipeg, Stevenson

Field, Winnipeg, Manitoba. Applications from overseas should be accompanied by an international money order for the necessary amount. Canadian subscribers should make their cheques payable to: R.C.A.F. Station, Winnipeg Station Fund.

EXECUTIVE AND EDITORIAL OFFICES: R.C.A.F. Station Winnipeg, Stevenson Field, Winnipeg, Manitoba. Telephone VE 2-1311, Local 216. Printed by The Wallingford Press Ltd., 303 Kennedy Street, Winnipeg 2, Manitoba. Authorized second class matter by the Post Office Department, Ottawa, Ontario.

The views expressed herein are not necessarily those of the Royal Canadian Air Force or the staff of VOXAIR.



Honorary Editor-in-Chief
W/C H. C. VINNICOMBE

F/O RALPH SOTOLOV

EDITOR-IN-CHIEF
AND BUSINESS MANAGER

CPL. DON ASKETT
PHOTO AND LAYOUT

CPL. R. W. BAMBRICK
ADMINISTRATION

CPL. J. A. ROBINSON
ADVERTISING MANAGER

CPL. GIL SMITH
CIRCULATION MANAGER

F/O D. C. RYAN
LAC E. CARRIER
ARTISTS

CPL. AL FROGLEY
ADVERTISING

EDITORIAL STAFF
F/O MAURICE HARVEY

F.S. GORD ROWE
CPL. RON BAYNES
ASSOCIATE EDITORS

LAC AL RAMSAY
SPORTS EDITOR

F/O E. P. McLOUGHLIN
MOTOR EDITOR

CPL. R. W. BAMBRICK
TECH NEWS AND REWRITES

EDITORIAL CORNER

Parents and the Education Process

Recently, some thoughtless irresponsible parents in a neighboring community decided to assassinate the character of their children's teacher. It seems that their never-do-wrong offspring were subjected to an ignominious hand-strapping by a highly trained competent young woman, for classroom misbehaviour.

These irate parents collectively laid their so-called grievances at the feet of their local school trustees (a misnomer in this case) who, instead of stepping on the matter promptly, allowed it to blossom into a highly publicized newspaper article which resulted in unfair criticism of a dedicated young woman.

This particular incident once again emphasizes the well-known cliché that our society has delinquent parents—not delinquent children. Homes have become places merely to eat, sleep and be ill in. Children are now given everything but the care of the parent; since there are too many other amusing community activities, teachers have become glorified baby sitters.

This over-emphasis that nations are prone to place upon the social virtues is one of the stepping stones upon which other countries have become Fascist or Communistically inclined, which again means a lack of respect for property, person, of lack of respect for the dignity of labor and morality.

We seem to need parental education so that they may guide their children in the home for the social needs of the age. We must train our children to be critical of what they read, see or hear. It is not inconsistent with good citizenship to sit at home with a book, think reflectively about politics and help our children with the complexities. A good citizen is one who can discipline himself with high moral standards and who can think independently of the coercion of others.

The home is the best place to teach morals and ethics which are caught from people who are intimate and loved, leading to truth and beauty, and honesty and trustworthiness, since these virtues are permanent and closely related to the function of the home.

The purpose of the school is for intellectual experiment and the training of pupils to think, which is nourishing and complementing the moral virtues taught in the home. Parents and teachers must share the responsibility of rearing children and to respect each other's efforts. A child is the product of what you influence him to be, always guided by the results of his previous experience. He is the image of his parents and immediate circle. Are you doing your part?

CECIL, THE SECURITY BULLDOG SAYS . . .

Your most fragile possessions are safest with



SECURITY STORAGE
Ph. SU 3-7171

WINNIPEG EDMONTON CALGARY

AGENTS FOR
ALLIED VAN LINES



Martin Borkowski

SCULPTOR IN ICING

By RON BAYNES

It is not often that a Food Services exhibit steals the show on Air Force Day at a flying station. But something very much like that happened at Winnipeg last year. The visitors rubber-necked the air show and the displays of modern equipment, but they lingered longer at the Food Services Stall to admire a magnificently-fashioned ceremonial coach, gilt-coloured and complete in every detail. Beside it was a large replica of the Imperial Crown. Both had been fashioned in cake. "Perfect—just perfect," was the general comment.

One man disagreed. His name was Martin Borkowski, a neatly-dressed man with the clear complexion of an outdoor enthusiast and the long fingers of an artist. He could see where little details could have been improved, was thinking of other ways to improve the work. He had built the cake.

The best artists are their own severest critics. So are the best bakers. And Martin is a happy combination of the two. His tools—icing-tubes and cake ingredients—differ from those of other artists, but the patience and perfectionism which he brings to his work are the same qualities found in painters, sculptors and composers. Each new job teaches him more about techniques and stylings, and the cakes become more intricate and letter-perfect as he goes along.

Martin's work, remarkable in itself, becomes more so when you consider that he has never taken a formal course of any kind in his trade. He was born in 1906 at Frances, Sask., and, due to childhood illnesses, spent much time around the house helping his mother with the chores, not the least of which was baking for the family. As a result, he can no longer remember a time when he did not know how to bake. He lived with his family until the early thirties, and moved to Winnipeg in 1935.

His connection with the RCAF dates back to the early days of World War II when he served on the messing staff of RCAF Station Portage la Prairie at Assiniboia. Wartime messing meant mass-production for large numbers, with sugar and icing shortages a limiting factor. There was little time for the highly stylized work that Martin does now, but of conventional baking there was plenty. Fully experienced, he worked after the war for a Portage la Prairie bakery, for General Bakeries in Winnipeg, and then for a while ran his own shop in this city. In 1953 he

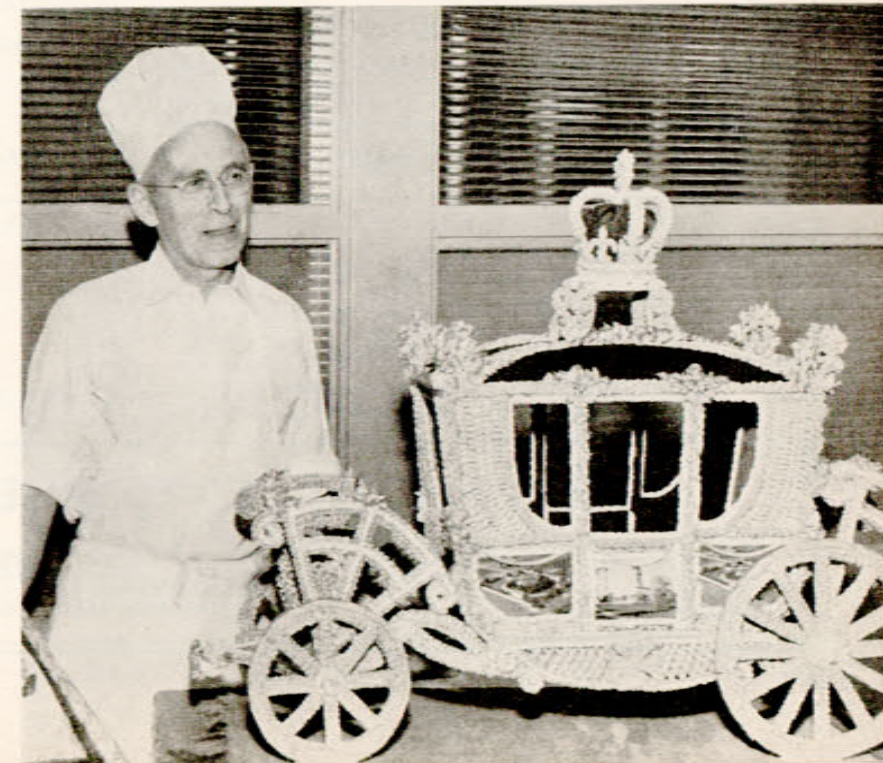
took a job as baker at the Aircrew Trainees Mess here, and has been at it ever since.

Martin's extraordinary talents came to light when the NCO of the Mess detailed him to bake a graduation cake. "Don't make it too fussy," he said, not reckoning with Martin's artistic sense. The cake, a simple job compared with his later productions, attracted the eye of everyone and Martin was on his way. He began producing graduation cakes, adorned with more and more elaborate decorations. The typical Borkowski cake for such occasions will weigh about thirty pounds, and will carry in addition to the Course Number such decorations as Sabre-jets, CF-100's, maps of Canada, the RCAF emblem, and other aeronautical symbols. If the occasion is a farewell party he may fashion two hands clasped or include a brief welcoming message for an incoming dignitary.

Of course there is nothing new about decorating cakes—even with jet aircraft. What is unique about Borkowski's work is the accuracy of detail. A CF-100 on his cake looks like exactly that and not like a moulting goony-bird as is so often the case with less-skilled decorators. The intricacy of detail in the coronation coach extends to the gold-leafing on the top and on one occasion at least, a guest at the mess

Mr. Martin Borkowski is pictured beside the ceremonial coach which features the Imperial Crown.

Cpl. D. Askett



damaged the structure by trying to pick up one of the decorations—the ultimate tribute to the artist.

The process of building a model like the coach is too complicated to describe here in detail, but in brief it works something like this: Martin is assigned the job and given a general idea of what is required. He picks his designs from photographs and cuts cardboard patterns of each component. He forms the icing over these patterns and, using icing-tubes and other tools, builds from the ground up. He has many ideas for improving the coach and may build another some time.

Decorative cakes, however, are a very small part of Martin's output. Far more time is spent in the routine baking tasks of supplying hungry Flight

Cadets with cakes, buns, cookies and other delicacies. He also helps in the preparation of desserts.

Martin's hobbies lie in the outdoor field. The hunting season is his season and he spends much of his free time shooting or fishing. He is obviously also something of a sketcher, to judge by his rough plans for cake-designs, but he does not include it as a hobby. He is modest, good-humoured and popular with his fellow workers.

His work is attracting wider and wider attention after seeing the Coach one might be excused for feeling that, like Kansas City, Martin's gone "about as far as they can go." But there are bigger and better projects ahead calculated to satisfy and impress the most critical eye—except, that is, the keen, professional eye of Martin Borkowski.



SILVER HEIGHTS SHOPPING CENTRE

2285 PORTAGE AVE.
SILVER HEIGHTS

930 NOTRE DAME
WINNIPEG

SERV - WELL

SUPER MARKET

Winnipeg's Largest Independent Food Stores

We offer a large selection of goods at competitive prices
Guaranteed Meats and Produce

Free delivery service
with orders \$5.00 or over

Phone VErnon 2-1309

WE DELIVER

YOUNG'S HARDWARE

BOB YOUNG, Prop.

General Hardware, Toys & Giftware, Do-It-Yourself Kits,
Bicycle Repairs

We Specialize in Skate Sharpening

PORTAGE at WHYTEWOLD Phone VErnon 2-3009

"For Lovelier Hair Get Professional Care"

VILLAGE Beauty Salon

COMPLETE BEAUTY SERVICE
Open 9:00 a.m. - 6:00 p.m. VErnon 2-4458
Thursday and Friday Until 9:00 p.m.

SILVER HEIGHTS DEVELOPMENT CORPORATION

F. R. Lount & Son Limited

WINNIPEG, MANITOBA

Station Winnipeg

RECREATION SCHEDULE

REC-CENTRE

Monday—
Inter-Section Bowling, Gym floor open from 1830 hrs. till 2230 hrs.

Tuesday—
Inter-Section Bowling. Basketball league games and practices. Hockey at Olympic Rink (1900-2000).

Wednesday—
Inter-Section Bowling. Badminton Club, 1930 till 2230 hrs.

Thursday—
Inter-Section Bowling. Basketball league games and practices.

Friday—
Basketball league games and gym open 1830 hrs. till 2230 hrs. Hockey at Olympic (1800-1900 hrs.).

Saturday—
1000 A.M., Scouts in gym.
1350 hrs., Basketball practice, league games. Children's bowling.
Evenings, closed.

Sunday—
A.M., Basketball workouts.
1330 hrs., League games, floor open till 1630 hrs.
Evenings, Badminton Club, 1930 hrs. till 2230 hrs.
Hockey at Olympic Rink, (120 to 1330 hrs.), (1630 hrs. till 1730 hrs.).

DRILL-HALL

Monday—
Children's Badminton Club, 1930-21000 hrs.
Indoor Soccer, 2100-2300 hrs.

Tuesday—
Archery Club, Boxing Club, 1900-2230 hrs.

Wednesday—
Bingo, 2030 hrs.

Thursday—
Archery Club, Boxing Club, 1900-2230 hrs.

Friday—
Wings Parades, Dances, etc.

Saturday—
Indoor Soccer League, 1400 hrs till 1630 hrs.

Sunday—
A.M., Drill (Air Cadets), 1000-1200 hrs.
P.M., Drill (Air Cadets), 1400-1600 hrs.
Evenings, Intermediate Basketball League games.

Weight Lifting Room is available Monday and Wednesday Evenings for weight training.

SWIMMING POOL

Monday—
1830-1930, Red Cross and Royal Life Saving Classes.
1930-2100, open swimming.

Tuesday—
1930-2100, open swimming.

Wednesday—
1830-1930, Red Cross swimming.
1930-2100, open swimming.

Thursday—
1700-1830, Skin Diving Club.
1930-2100, open swimming.

Friday—
1900 hrs. till 2100, open swimming.

Saturday—
0800-1000, St. James Y.M.C.A.
1000-1200, Junior swimmers.
1330-1630, open swimming.

Sunday—
1000-1200, Swim Group.
1330-1630, open swimming.

AUTOCLUB

Monday to Friday, 17000-2200 hrs.
Saturday, 1000-1800 hrs.
Sunday, 1200-1800 hrs.
Terms cash. Anything under \$10.00 can be paid by cheque.

THEATRE

Two Shows nightly, 7 and 9 P.M.
Saturday Matinee, 2 P.M.

DRAMA

Contact Capt. Evans for any information re drama at L557.

HOCKEY RINK

Contact WO Learmonth at L386 regarding use of and times it is available.

SQUARE DANCING

To be held in the Community Club. Dances will be announced by DRO's and hand bills.

Compliments of

WESTERN FLYER COACH LTD.

BUS MANUFACTURERS

702 BROADWAY AVE.

WINNIPEG, MANITOBA

Station Drama Club Presents DETECTIVE STORY

Photos by Cpl. D. Askett

A festive theatrical opening night will occur Thursday, February 20th, when the Drama Club begins a six-day run of "Detective Story." This thrilling mystery in three acts was entered in the Manitoba Drama Festival earlier this week. Station Winnipeg audiences will have a chance to see this show in its original form, offering an interesting adult story of a man wrestling with compromise.

CAST AND CREW

Directed by Chuck Evans, the cast features many new actors to the Drama Club stage as well as some veterans. Dave Wickes plays the man oppressed, Jim McLeod; Alice McCormick is his wife. The Organization of the New York C precinct where the action takes place is Lt. Monahan (Mal Hogarth). Detectives: Mo Gates (Art Calow), Ron Heinrick (John McElgunn) and Patrolman Barnes (Bill Kirkpatrick). Some of the amusing characters that find themselves grabbed by the long arm of

Gerry Baker and Pierre Verville love interest in "Detective Story". This is one of their happy moments because in the play Pierre has been arrested for theft.

the law are Joan Hill, Reg Tobin, Betty Anne Leopold, Len James, Ron Smith, Pierre Verville, Spoo Logan, Roy Wilson, Gloria McElgunn, Mal Ogden, Gerry Baker, Jackie Cormier, Jeff Holmes, Jim Landry, Don Elliott, Ed Dennis and Joyce Cooper. The set was designed by Jack McBain; Dave Saltzer is Production Manager, and Neil Robertson is Business Manager.

STORY OF A DETECTIVE

The tedious, humdrum life of a police precinct station is the background for this unique slice out of a day in the lives of many people. A parade of varied and interesting characters passes before you. There is the love-starved girl who has to steal to gain attention, a couple of "men with golden arms" serve to keep you interested, a thoroughly despicable lawyer and his client present very sordid studies, and so on.

The men of law enforcement who see these types every day often become bored and listless. Ours is the story of a man who is dedicated. He pursues criminals with almost gleeful vengeance. He is unable to see anything other than right or wrong, black and white, and there can be no shades of gray. He demands this dedication from everyone; even when his wife is revealed to have a not-too-pleasant past, he is unable to unbend and forgive. Each scene adds to the tension so that at the climax of the show, a suicide-murder, the audiences' nerves are as taut as the action.

This show starred Ralph Bellamy and Meg Munday on Broadway. Kirk Douglas, Eleanor Parker, Sam Levine, William Bendix and Lee Grant took the starring roles in the film version. Station Winnipeg Drama Club audiences will have the unmatched experience of seeing the adult, full length presentation. It will be an experience long remembered.



Detective Mo Gates finds it hard to keep his mind on official business with Donna Clark around to distract.

"The lineup"—But who is looking over who? Jackie Cormier is a corroborating witness and has to pitch out the guilty man. L to r: Len James, John McElgunn, Art Calow and Ron Cawood.

RESERVATIONS

Advance ticket sales indicate packed houses. For reservations, call Mrs. Robert McMillan at VE 2-6204. Tickets may be obtained at the Dry Canteen, any one of the Messes, or at the Box Office. Tickets are only 75 cents each.

Curtain time each evening is 8.30 p.m., and the show will be presented on the 20th, 21st, 22nd, 27th and 28th of February and on March 1st, at the Drama Club, Old Site, Building No. 22.

"I'm innocent" Don Elliott (centre) claims to police Lt. Mal Hogarth (left) while patrolman Bill Kirkpatrick makes sure the fence doesn't get away.



In Winnipeg It's
THE AIRPORT

In Gimli
THE GIMLI

And in Portage
THE HOTEL PORTAGE

They're All
"COMMUNITY" HOTELS



The new Stn. Winnipeg married quarters are shown in a recent aerial photo. More than 150 families are already occupying the quarters being constructed by the Metropolitan Construction Co. Ltd.

METROPOLITAN CONSTRUCTION COMPANY LIMITED

Builders of PMQ'S for the Department of National Defence, urge you to read Voxair regularly by purchasing a yearly subscription for \$1.20.

Circulation Manager, VOXAIR, RCAF Stn. Winnipeg:

Please find enclosed one dollar and twenty cents (\$1.20) as payment for a 12 month subscription to VOXAIR, to commence _____ (Date)

Mail to: _____

(Street Address)

(City or Town)

(Province)

(Signature)



LAC D. Parker

Personality

S/L

H. G. GRANT

From Tiger Moths to Lancasters, from the shattering noise of bombing missions to the quiet tension of the operating room; such have been the experiences and accomplishments of S/L Grant, *Medicinæ Doctoris*, SMO of Stn. Winnipeg.

S/L Grant, born on the 17th of March, 1923 in Winnipeg, attended school here and graduated with honours from the Daniel MacIntyre Collegiate Institute in 1939.

It was in 1942 that he joined the RCAF, and thus began his very eventful and varied career. At 15 EFTS, Regina, he began his flying training on the Tiger Moth, and after mastering that successfully tackled the Anson aircraft at 38 SFTS, Estevan. In Sept. 1943, F/O Grant went to the UK and there underwent transition through the Oxford, Wellington, Halifax and Lancaster aircraft.

For his tour of heavy bomber operations, F/O Grant went to 101 Squadron (Special Duties), RAF. While with 101 Squadron, he brought distinction to himself through his skill and courage, and was thus awarded the DFC. Following is the citation for that award:

HONOURS AND AWARDS
F/O Harold Graham Grant, CAN (J36001), 101 Sqn, RAF (now 2 ACHQ). Trained at 2 ITS, 15 EFTS, and 38 SFTS.

"As pilot, this officer has completed many sorties, the last of which was an attack against Cologne recently. His determination on this occasion was typical of that which he has shown throughout his tour. Soon after the bombs had been released his aircraft was hit by shrapnel. One engine was put out of action. Almost immediately the aircraft was again struck. A second engine was damaged and soon failed completely. Both turrets had also been rendered unserviceable and much navigational equipment was damaged. Height was gradually lost and it seemed as though Flying Officer Grant would be compelled to try to land his aircraft in France. He held on to his original course, however, and, displaying superb skill and exceptional determination, flew the severely-damaged aircraft to an airfield in this country. His coolness and courage in harassing circumstances set an example of a very high standard."

Back in Canada in December, 1944, S/L Grant assumed duties as

Training Administrator in the SASO Branch, 2 ACHQ. Late in 1945 he moved to 5 Release Centre in Winnipeg. Following this he attended the Officers' Admin Course at KTS, Toronto (Feb., 1946). It is interesting to note that while on this course the Squadron Leader was a classmate of W/C D. C. Evans, present OC of 2 AOS. Having completed his administrative course, S/L Grant returned to 5 RC for a brief period before he took release from the RCAF, in 1946, to begin pre-medical training at the University of Manitoba.

While attending Manitoba Medical College, S/L Grant participated in the RCAF Primary Reserve Refresher Flying Training (1950-1952), flying Chipmunk aircraft. He re-enrolled in the RCAF Regular in 1952. During this time he was twice delegated to national conferences of the Canadian Association of Medical Students and Interns. S/L Grant is past president of the *Gamma Tau Chapter, Theta Kappa Psi Medical Fraternity*.

During 1953-54 S/L Grant completed his internship at St. Boniface Hospital.

After graduation as an M.D. L.M.C.C., and on completion of hospital training in 1954, S/L Grant was transferred to RCAF Station Winnipeg. Before assuming duties as SMO of this Station he completed courses at the Medical Joint Training Centre, the Institute of Aviation Medicine, Officers School, and at the Joint Atomic, Biological and Chemical Warfare School. In Sept., 1955, he took over duties of SMO permanently. He also served as Acting SOMS at 14 Training Group Headquarters and at TCHQ, SOMS Branch. In July, 1958, S/L Grant expects to commence post-graduate training in psychiatry at the Winnipeg Psychopathic Hospital.

While at this station S/L Grant has flown occasionally, and has had flights in T-33 and CF-100 aircraft.

S/L Grant was married to Gwendolyn Frederickson, of Winnipeg, in September, 1952. They have a six-month-old daughter, Elaine Louise. Besides his interest and experiences in flying in the RCAF and in medicine, S/L Grant is also interested in sports, particularly football and curling.

Technicians of the present-day RCAF who beef about DI's in awkward places would do well to consider the case of the Instrument type who, back in 1940, did his inspections from a rowboat on a very choppy sea. The place was Dartmouth, N.S.; the aircraft, an ancient Stranraer flying boat; the technician . . . Wideman—now Instrument-Electrical Superintendent at Station Winnipeg.

WO1 Wideman can look back on this and other experiences which cover nearly twenty years of RCAF service. He held his Master Journeyman's papers as a motor mechanic prior to enlisting with the RCAF, and these papers are still in effect to this day. He joined the fledgling RCAF on April 21st, 1939, at his home town, Ottawa. He entered the Fitter trade, but remustered soon after to Instruments. He was one of the first airmen to enter the Instrument trade and has been with it ever since.

LAC Wideman's first station was Victoria Island (presently the location of our Air Force contemporary, "Roundel"). This convenient home-town posting was not to last, alas, and five months later he arrived in Dartmouth, N.S. In spite of Stranraers and rowboats, his stay at Dartmouth was successful. He received his first two "hooks" there in 1940, and his third on New Year's day, 1941. One year later to the day he was posted to Gander, Newfoundland, now a highly-developed air terminus but then a recently-constructed outpost. He stayed in Gander until February, 1942, leaving there with a still-shiny crown which he had received two months previously. Postings to Moncton, Aylmer, Camp Borden

Personality

WO1

H. T. Wideman



(where he was promoted to WO2), and Summerside followed. On April 1st, 1956 he was promoted to WO1, and the same month was transferred to RCAF Station Winnipeg.

1959 will mark the twentieth anniversary of his enlistment in the RCAF. It will also mark his twentieth wedding anniversary, for he was married in December, 1939 to

Lillian Kenny, of Ottawa. His son Brian is fifteen.

The home-town of the Widemans seems to have supplied a high proportion of the pre-war RCAF's personnel. Nearly twenty years later we find not only WO- Wideman but three school-mates from Ottawa Tech: WO1 Learmonth, WO1 Jones and F/L Brackenbury, all stationed here in Winnipeg.

YOUR ST. JAMES HEATING and BUILDING MATERIALS DEALER

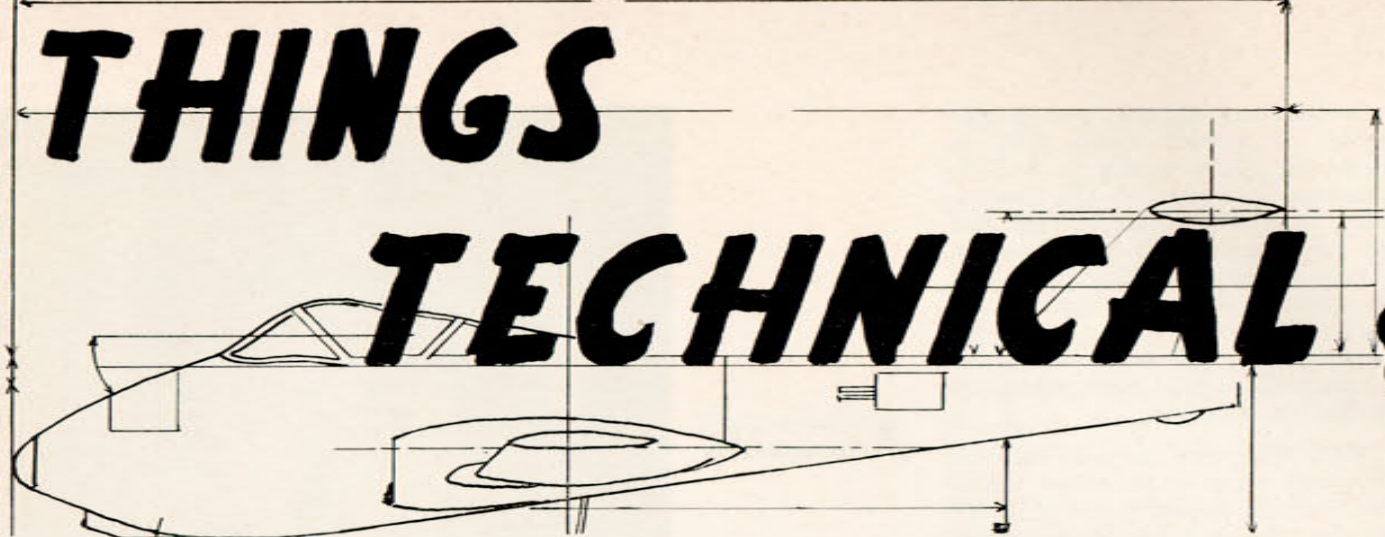
"WINNIPEG SUPPLY"

- CLEAN COAL ● FUEL OIL ● BUILDING MATERIALS
- AUTOMATIC HEATING EQUIPMENT

Phone Whitehall 3-0341

The Winnipeg Supply and Fuel Company Limited

THINGS TECHNICAL



By Cpl. BILL BAMBRICK

DeHavilland was embarrassed, to say the least! For a long time they had been vociferously lauding their Gyron engine (turbojet) as "the most powerful jet engine in the world."

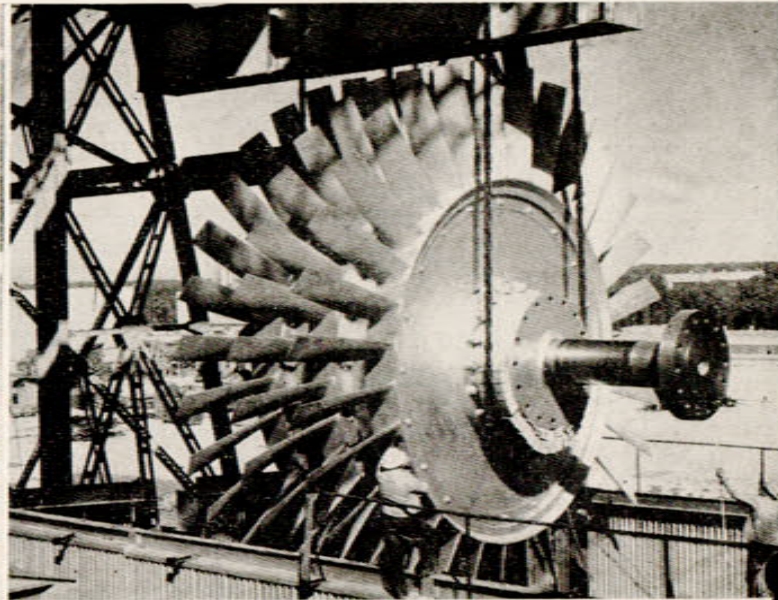
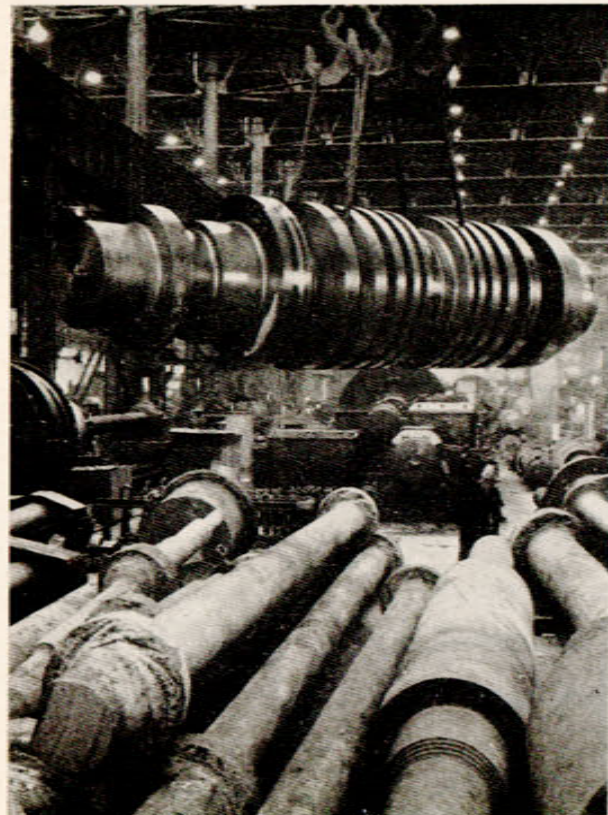
The cause of their embarrassment is twofold: firstly, Security. It is a peculiar characteristic of Security in Britain that, on announcing total thrust figures for a new engine, only a percentage of this figure may be released, strictly banning the rest. The Gyron was described as having a total of 25,000 lbs. thrust; few knew of the remaining 5,000 lbs. closely pegged by Security. In the

second place, other manufacturers (for example, Orenda) have entered the supersonic field with, unfortunately, even bigger and better engines.

DeHavilland, rather than downgrade "the most powerful jet engine in the world" to an eventual "most powerful type-tested jet engine to have reached an advanced stage of development in Southern England"—or even "in Hertfordshire"—have come up with the monster shown in the assembly stages here for the first time. The *Gyron Gynorm*, as the brute is called, is designed specifically, says

DeHavilland, to regain their former "place in the sun."

The Gynorm, it is claimed, is capable of turning out 240,000 lbs. of thrust—and that is without re-heat! A noticeable difference from the usual layout for supersonic engines is their use of a 3-stage axial compressor in place of the more usual 2 or 7-stage configuration. All other details of the engine are still cloaked in security. The only comment I can offer, for what it is worth, is "where in the name of Heaven are they going to find an airplane big enough to install the thing in?"



ABOVE: This photograph was taken as the enormous 3-stage axial compressor was being lowered into position in the test rig.

LEFT: New and weighty difficulties required solution before a suitable two-bearing rotor shaft could be provided. Note the comparative sizes of these two components and the workmen.

BOEING ANNOUNCES NEW 720



Boeing Airplane Company Photo

The Boeing 720, newly designed intermediate range jet airliner, is shown above in the colors of United Air Lines, first to order the Seven-Twenty. The new airliner is identical in size to the Boeing 707 Jet Stratoliner, but weighs 45,000 pounds less. Equipped with improved, light-weight Pratt & Whitney JT3 engines, it will be capable of operating from airports now served by intermediate range airliners. Maximum range of the Seven-Twenty is 2400 miles with full payload of 33,000 pounds, including 130 passengers in tourist class accommodations. Up to 110 first-class passengers can be carried.

The Boeing Airplane Company has just released first details of its new intermediate-range jet airliner, the "720." This new jet is the third member of the company's "family" of commercial jet aircraft that includes the two versions of the "707" now in service.

The "seven-twenty" combines a new light-weight, high-thrust version of the Pratt & Whitney JT3C (J-57) engine with an improved airframe design. The new design offers a fine combination of economics, speed, seating capacity and range to fulfill the majority of medium-range airline needs.

With a top speed of more than 600 MPH, the 720 will be capable of carrying a gross payload of 33,000 pounds, including up to 130 passengers (tourist class) over a maximum range of 2,600 miles. It will also operate economically over ranges as short as 150 miles.

The first phase of the Boeing commercial jet airliner programme was the design of the long-range 707 Stratoliner and the very-long-range 707 Intercontinental. With this phase successfully under way, they began, over two years ago, the second phase of their commercial programme with studies of medium

and short-range turbo-prop and jet airliners. In the course of their research, it became apparent that there was a vital need for the intermediate-range jet airliner.

Boeing's first answer to this need was the "717." Further improvements in the JT3C (J-57) engine combined with an additional redesign of the 707 airframe, resulted in the Boeing 720, an artist's drawing of which accompanies this article.

STATISTICS:

Span—130' 10".
Overall Length—134' 6".
Overall Height—38' 7".
Wing Area—2,433 sq. ft.
Wing Sweepback—35° at 25% cord.
Power—4 P & W JT3C (J-57) turbojet engines, mounted in pods.
Weight Empty—103,145 pounds.
Max. Takeoff Weight—203,000 lbs.
Max. Landing Weight—165,000 lbs.
Payload—33,000 lbs.

Passengers—110 1st class, 130 tourist.

Crew—Pilot, Co-Pilot, third crew member.

Ceiling—15,000-40,000 ft.

Max. Speed—Over 600 MPH.

Range—3,300 miles.

Basic Sales Price—\$3,400,000.

ANY BUYERS??



"All right Chalmers. Since you feel so deeply about his birthday, you can have the day off!"

OFFICERS' UNIFORMS

Carefully tailored to suit the most exacting taste by Canada's finest uniform tailors

Arrow and Forsythe Shirts

Knox Hats

Scott McHale Shoes

For Your Convenience at Two Locations

Long's Hats Limited Thomson & Pope Ltd.

261 Portage Ave.

381 Portage Ave.

IGNITION ANALYZER

By CPL. BOB DIXON

During the past three weeks the Aero Engine, Electrical Technicians and Crewmen of Station Winnipeg have been occupying the seats of the Aero Engine classroom at Trade Advancement. This time they were delving into the inner workings of the aircraft ignition system.

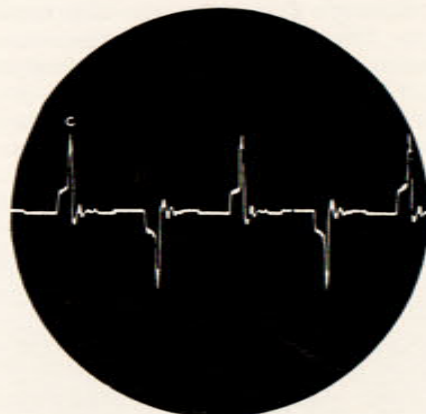
To accomplish this task an Electronic Ignition Analyzer Demonstrator Unit is used under the direction of Mr. Fred Niebel, Technical Services Representative from Aviation Electric Limited, Montreal. Mr. Niebel has been touring RCAF Stations across Canada instructing on ignition analyzing, installation and the general use of the Electronic Ignition Analyzer. The courses were directed in the following brief outline:

1. Magneto Ignition High Tension and Low Tension Systems and Complexities involving trouble-shooting.
2. Theory and Practical application of the two currently used Ignition Analyzer models.
3. Pattern and wave form interpretation confined to those systems used on our Station.

In connection with the above, the Ignition Analyzer Demonstrator is used to show how the analyzer performs when used with an actual

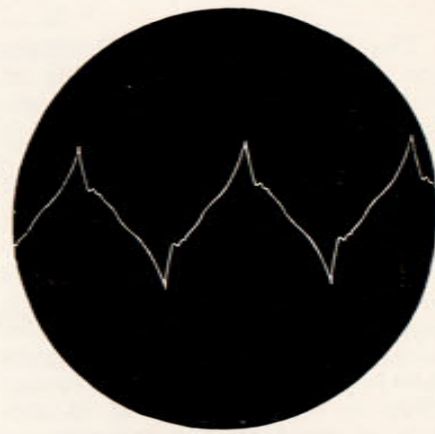
operating Ignition System. The demonstrator features both Low Tension and High Tension. In this instance a High Tension ignition system is employed. The High Tension ignition system in the demonstrator is typical of a high tension ignition system used on current high-powered aircraft engines. Every detail of the demonstrator's operation, as near as is practical to duplicate, is the same as on a running engine.

Since the main purpose of the



**SEVERE BREAKER ARCING
NOT FIRING**

This is a typical wave form pattern seen on the analyzer screen when a Dakota engine is running.



**OPEN PRIMARY
NOT FIRING**

Another condition that can easily be detected when using the ignition analyzer is an open primary circuit, such as breaker points not closing. This is seen on the analyzer screen as a high and irregular pattern.

The main purpose of the ignition analyzer is to detect and locate malfunctioning throughout an Ignition System used on reciprocating engines. It was found desirable to impose on the operating system certain conditions which are basic causes of ignition malfunction. These conditions are described on the front panels of the demonstrator, and the operator may select and impose them at will. The condition selected is actually imposed on the ignition system; the

result may be seen in the spark plug bomb and in the analyzer wave form, and requires proper interpretation. Some of these conditions are shown above; their effects upon the wave form can be seen.

There are many conditions which can be determined by the operator when using the ignition analyzer. Many man-hours and costly material can be saved in trouble shooting alone. The analyzer can be used as a method of effective preventive maintenance, in which case troubles in the ignition system can be detected before they have reached the critical stage.

In use with many commercial airlines as well as the Air Force, the Ignition Analyzer is designed for Airframe installation or for portable use and is equally effective on either installation. Bendix Aviation Corporation (Scintilla Division) manufactures the Analyzer and it is sold and serviced in Canada by Aviation Electric Limited of Montreal.

It might be emphasized that the analysis is made by comparing and interpreting wave forms of a properly functioning system with those of a malfunctioning system. Regardless of the type of ignition system in use there will always be characteristic wave forms peculiar to the type of trouble.

The operator must be proficient in interpreting the wave forms as they appear on the screen. At this time 75 technicians on this station have been given instructions on the use of the analyzer, so in the future we can expect better results when using this machine.



TOP: Mr. Manfred Niebel explains the ignition analyzer demonstrator to a class of AE and E Tech A tradesmen.

CENTRE: Mr. Niebel is questioned by LAC Melynychuck, Sgt. Ankers, Sgt. Beal and Cpl Brown on a specific point regarding the ignition analyzer.

BOTTOM: The inner mechanism of the ignition analyzer is reviewed for a group of students by Mr. Niebel.

Zeiss — Leica — Rolleiflex — Exakta — Balda — Graflex — Bolex — Bell and Howell

STRAINS CO. LTD.

318 Smith St.
Opp. Marlborough Hotel

Phone
WH 3-6595

WINNIPEG, MANITOBA

Western Canada's Largest Camera Store

Budget Terms available to all R.C.A.F. and N.A.T.O. Personnel.

Terms as low as 10% down and one year to pay.

MAIL ORDERS FILLED PROMPTLY

MUSIC with MAUREEN . . .

Hello! The other day I suffered through a half-hour of a Winnipeg production called "Yesterday's Hit Parade," and it left me wondering if Winnipeg would ever do anything worth while in the music field. It seems to me that the undiscovered talent would be much more interesting than what they've already found. Wendy Hicks has a marvelous voice, and it seems a shame that she should waste it on a sinking ship. The really drastic part of the program was the other female vocalist. I think someone must have told her she looked like Eartha Kitt, and she's trying to live up to it. In this case, trying isn't enough; after all, anyone can get up on a stage and shake her head and screech. The best part of the show was the music of Eric Wild, and it's sad that they kept him hidden. Winnipeg has some good talent, with male vocalists such as Roy Firth, and another type of male vocalist, Aubry Tadman. There are various vocal groups who are good, and a great number of good female singers; why doesn't this town wake up and use them?

There and Around . . .

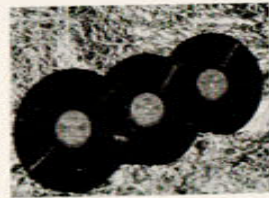
Rumour has it that the fabulous Deep River Boys will be coming to Winnipeg soon,—and that is one show you shouldn't miss.

Have You Heard . . .

That great male singer, Frank Sinatra, has another long-playing record out, called "Come Fly With

Deer Lodge Radio - TV

have a large stock
of



the latest

CAPITOL RECORDS

See Maureen Harper
AT THE RECORD BAR

Portage at Sharpe
St. James, Man.
TELEPHONE 6-1016

Me," and, like the song, "it's just too marvellous for words"! It contains songs from around the globe, such as Brazil, Blue Hawaii, Autumn in New York, On the Road to Mandalay, Isle of Capri, and

other beautiful songs. . . In a fitting follow-up to her L.P. "Day By Day," Doris has recorded "Day By Night." This record, with her great styling, is truly beautiful. . . "Like Someone in Love," Ella Fitzgerald is at her velvety best in these wonderful arrangements. There are fifteen songs and they are, like the title of the record suggests, for anyone who has ever been in love, or is now. . . That "Wonderful, Wonderful" Johnny Mathis has a new long-play out called "Warm." The record includes several standard tunes in the romantic vein, and a terrific backing by Percy Faith and his orchestra. . . Just released is the world-famous Dagenham Girl Pipers on the Capitol label with all-Scottish falk songs. . . The rock and roll fans certainly will appreciate the latest L.P. "Sing Boy, Sing," which Tommy Sands has just recorded.

And in closing, I'd like to mention this record for those who like barber shop quartets. "Barber Shop Ball," with the Schmitt Brothers, a very nice record, with these gentlemen who have won both district and international championships for their harmonizing; it brings back those bygone days. This record shows their varied repertoire as well as their range in style.

That's all for this month. I'll be seeing you. . .

MAUREEN HARPER.

Library Corner

By ROBERTA MAUNDERS

The Station Library has been a busy place the last few weeks with everyone looking up material for study purposes. And while speaking of looking up information, the Library now has a new complete 1957 Edition of the Encyclopedia Britannica available for your use and research.

For the benefit of the many new arrivals on the Station, the Library is situated in the Drill Hall on the Old Site. Library facilities are available to all service and civilian personnel and their dependants. There is no charge for the loan of books. Books may be kept for 14 days and renewed if necessary. A fine of two cents a day will be charged on books returned after their due date. Just in case you do forget to return a book, the Librarian will send you a notice reminding you that your book is overdue and should be returned, thus saving you from the possibility of a large fine.

The Library is open daily:
Monday, Wednesday, Friday—
0830 hrs. - 1300 hrs.
1400 hrs. - 1700 hrs.
Tuesday, Thursday—
1130 hrs. - 1300 hrs.
1400 hrs. - 2000 hrs.

There is a wide and varied selection of books, current magazines and periodicals available for your enjoyment.

Among the titles of a few of the latest editions to our shelves are:
BY LOVE POSSESSED
by JAMES GOULD COZZENS

Claimed to be the best American novel in 1957. A study of a high-minded small-city lawyer, who

learned, the hard way, about his own and other people's weaknesses, wrought of many kinds of love and its power to strengthen or warp character, making or breaking the lives of ordinary men and women.
CANADA, TOMORROW'S GIANT
by BRUCE HUTCHINSON

Some fifteen years ago, Bruce Hutchinson won the Governor-General's Award for non-fiction for Canadian writers with his "The Unknown Country." The intervening period has been a momentous one and the author in "Canada, Tomorrow's Giant" again explores Canada and presents a vivid new report.

THE AGE OF REVOLUTION
by WINSTON CHURCHILL

This is the third volume of "A History of the English Speaking Peoples."

ON THE BEACH
by NEVIL SHUTE

Nevil Shute's graphic picture of a world about to end.

UNDER THE RIBS OF DEATH
by JOHN MARLYN

A thought provoking story of the son of Hungarian immigrants, who tried to become "an English Canadian."

**THE READER'S DIGEST
CONDENSED BOOKS**
(Winter, 1958)

which includes five condensations:

"The Green Helmet"

by Jon Cleary

"Dunbar's Cove"

by Berden Deal

"The Twentieth Maine"

by John Pullen

"Life at Happy Knoll"

by John P. Marquand

"The Horse Catcher"

by Marie Sandoz

"Sharks and Little Fish"

by Wolfgang Ott.

A SMALL FORTUNE

will pass through your hands in the next few years.

How much will you keep?

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



ANDY GRIERSON

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

Your accredited Investors Syndicate representative

Residence Phone: 4-7310
Business Phone: Whitehall 3-8617



H. BROCK SMITH

Manager, Winnipeg Division

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

NORTH AMERICAN LIFE

ASSURANCE COMPANY

OFFERS

At R.C.A.F. Station Winnipeg
Room 2, Old Drill Hall
Every Wednesday Night

THE PREFERRED INSURED SAVINGS PLAN

1. Low cost coverage.
2. Excellent returns.
3. Full Flexibility.
4. Approved for R.C.A.F. payroll deductions.



AL. CHAMISH
B.Comm. C.L.U.



GEORGE LANGTRY
B.Sc.

STANDARD AERO ENGINE LIMITED

No. 6 HANGAR

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

Specializing in Overhaul and Supply of Aircraft
Engines and Accessories

Contractors to the R.C.A.F.

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

You'll like everything about

REACH WRIGHT & DITSON

SPORTING GOODS

DISTRIBUTED BY

Ashdown's



"Le Roy" Diamonds and Pearl Necklaces Distributed by
AMERICAN JEWELRY CO. LTD.

6th FLOOR, 110 PRINCESS ST., WINNIPEG 2, MANITOBA
Enquire at your Central Warehouse or Station Canteen.

Winnipeg's Finest 2-Way
Radio Equipped Taxi Service

VETERANS-NASH TAXI

PHONES
Whitehall 2-6101
Whitehall 3-4533

Clean, Modern Cars to Serve
You Anytime, Anywhere

VOXAIR VIXEN

By popular request VOX-
AIR again features that para-
chute-harness gal, Eda Schrei-
ber. Five foot two, with eyes
of blue, Eda is shown prepar-
ing your Valentine.

PHONE 6-7459

2173 PORTAGE AVE. at SHARPE BLVD.

Silver Heights Barber and Beauty Shop

SPECIALIZING IN HAIR STYLING AND SHAPING

PHONE FOR APPOINTMENT

Sally's Flowers

JOHN A. ORMISTON, Pres.

CORSAGES OUR SPECIALTY

PHONE Whitehall 2-6527

243 PORTAGE AVENUE

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

The Camera Shop

350 Donald Street, Winnipeg

Ph. WH 3-5518



Voxair Vixen
Eda Schreiber
Winnipeg

SENIORITY, SEX AND SALARY

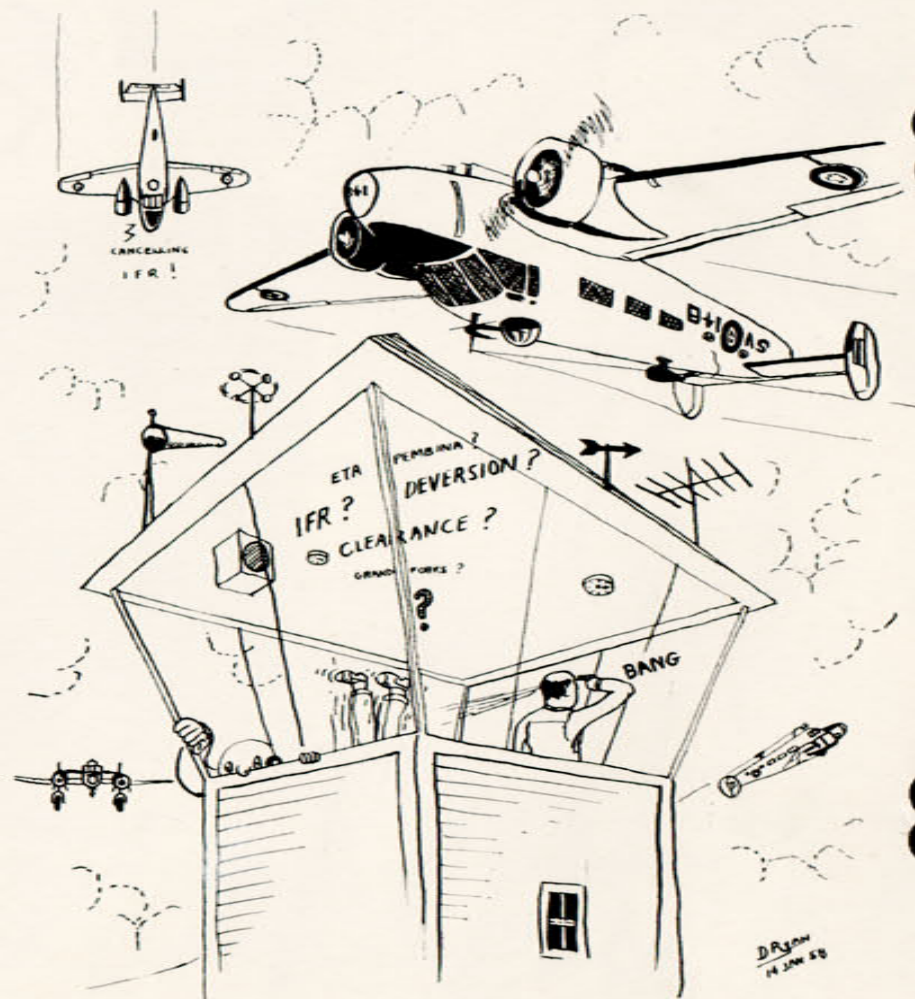
To an airline pilot there are but three factors in life worth consideration. When a group of airmen are gathered for "comprehensive discussion," this triumvirate is the basis of their combined thought. Seniority, sex and salary. Each rational moment demands reflection on the three S's.

To understand better the thinking of a pilot, let us explore his physical make-up. He wears number twelve shoes, has a waistline of 40 inches, and a cap of six and seven-eighths to match. He has thick wrists and a low hair-line (if not bald), he is wide between the shoulders and narrow between the eyes. Since flying tolerates no error, he is an egotistical perfectionist. His uniform varies, depending upon the whims of his chief pilot. (The one currently at the helm). If the chief happens to be obese, all of his pilots wear double-breasted uniforms to cover up his (the chief pilot's) executive paunch. If the chief is a thin individual, all of the boys under his command wear padded uniforms draped with patch pockets which bulge with a conviction of robustness.

The uniform is unimportant, since it changes with each chief pilot. The victim is the individual line pilot who has to foot the bill for his chief's uniform tastes. What is important is the effort the average line pilot goes to in order to create an illusion. For example — a pilot who is low on the seniority list will take a new cap and stomp on it until there is no mistaking (in the public's eye) that he is a veteran. He refuses to sign his name unless his pinkies are covered by a pair of expensive pigskin

gloves. His white scarf, of the finest parachute silk, screams that he is "an ol' air-mail pilot of open-cockpit days." When closed cockpits became the order (20 years ago) it broke many hearts. No longer can the fly-boys sit around hotel lobbies with goggles dangling from their necks (Lindbergh style). As

a substitute, they now wear over-size sunglasses, day and night, with the case conspicuously displayed on their belts. Some have felt the Roscoe Turner influence, as evidenced by the waxed moustache. These aren't hard to spot — they wear Russian type mosquito boots. They smoke pipes. You may have



Action at the Control Tower when a fog closed in on Stn. Winnipeg one wintry afternoon at 1600 hours.

heard that they are "over the weather pilots" — when the weather is over, they fly.

IT'S TOUGH

Pilots do their job well. They have to in order to survive. More than in any other field of endeavour, it's the survival of the fittest. He must be cagey enough to overcome the built-in hazards of the plane manufacturers. He must outwit airways traffic control to avoid icing, thunderstorms, and mid-air collisions. He must declare his use of emergency authority when any action of his is contrary to regulations. He must have the ability to sustain flight with two engines out, when it is a known fact that planes crash with lesser troubles (strong arms usable for flapping are helpful). He must stand trial because of the noise his airplane makes while the airline installs jet stacks. He must be able to fly better than either his check pilot or CAA inspector if he is to keep his ticket and job. He must endure the reaming of a physical exam every six months. His very code of life is fashioned by his Management's Policy and Procedure Manuals. His lot is not easy or simple. When or if he shows signs of weakening under this onslaught he is given the choice of being fired or resigning. *Big choice.* If pilots are scarce, the Company may try to save him with mental gymnastics as prescribed by the company psychiatrist. Small wonder his thoughts recede to the fundamentals of his life — seniority, sex and salary. As has been stated, pilots usually discuss the three S's in hotel lobbies where the public may well benefit from their observations.

BROTHERHOOD?

Seniority may not be important to the layman, but when a fellow pilot goes west a pilot will check the seniority list to see how many miles he has moved up. To a pilot, it means choice of domicile, choice of runs (notwithstanding schedule clerks to the contrary), and choice of equipment flown. Seniority is jealously guarded. Friends have become bitter enemies over seniority rights. In checking into a hotel, seniority usually governs the choice of beds, bathroom utilization, and affairs of the heart. There have been cases in airline history where a flying executive (senior) and

pilot (junior) were squiring the same dame.

With sex, it's the end result that counts. Most pilots fancy themselves as great lovers. The facts reveal many discrepancies in that line of thought. Any hostess will tell you that the most useless thing on a date is a pilot with a twenty-year pin.

Pilots approach sex in much the same manner as they execute an



YOU should know this man—

His name is
WALT MILLER

And he may hold the key
to your
**FUTURE FINANCIAL
SUCCESS!**

Call or write
WALT MILLER

Representing
**NEW YORK LIFE
INSURANCE COMPANY**

207 Curry Bldg. 233 Portage
Phone WH. 2-3101

THURSDAY NIGHTS at the Education
office in the Old Drill Hall
RCAF Station Winnipeg

ILS procedure — fast and by the book. Being victims of habit, they are trying to conform to schedule.

It may appear as a contradiction, but pilots' wives do have children. Lots of them. It is a mystery how, since most pilots are home very little. The time they do spend at home is divided between golf and looking in the mirror.

SALARY?

Probably the most abused of the three S's, is salary. From the time a pilot first gets on the seniority

list until he dies his salary is never quite adequate to keep him in the manner to which he would like to become accustomed. His pay cheque never reflects what he believes the industry is getting out of him. He blasphemes the "rock-headed" negotiation committee that signed his working agreement. Having never read his contract, it is difficult to explain his raises to him. Because his representatives spend more than two years wrestling a few additional dollars for him is more proof that he was sold down the river.

He will logically point out that he can't lay away for his old age. The Company pension plan, which retires him at age sixty, leaves him only three years to live by any insurance company's records.

These tales of woe could go on indefinitely. Perhaps this description of the men who man our aircraft will give you readers a working knowledge of what makes them tick, if they do. I trust it will cause some tolerance when they may appear eccentric. He may be classed as a frustrated egotist. Nothing ever seems perfect. His job requires precision and perfection and yet his operations are cluttered with uncertainties, weather irregularities, equipment failures, and strict censorship. Hence: This breed of pilot.

A PARTING THOUGHT

It has been asked to which of the three S's the pilot attaches the greater importance. The answer seems to depend upon the individual pilot. I have yet to see the twenty-year man who wouldn't grudgingly, but willingly, trade a few numbers on the seniority list to recapture the urges of yester-year.



Accidents happen quick as a wink
So in '58 take time to **THINK!**



Stn. Winnipeg doctors are, l to r: Dr. S. Steinberg, S/L H. G. Grant, F/L R. T. Dalzell, and Dr. C. T. Kent, examine X-Ray negative.

The Winged Caduceus of Mercury . . .

MEDICAL SERVICES . . . STATION WINNIPEG

Story by
F/O M. HARVEY

Photos by
CPL. D. ASKETT



L to r: F/O N. E. Barker, F/O F. I. MacDonald and F/O M. T. S. Campbell, Nursing Sisters, examine a patient's chart. Patient's progress seems to be satisfactory.

The average member of the service probably connects medical services with three events in his career—his recruiting medical examination, "needles" and the casual sick parade. These three services, however, are but a fraction of the responsibilities of Stn. Winnipeg's medical establishment. The food he eats, the protective sanitation under which he lives, his hospitalization facilities, his dependents' medical benefits, the indoctrination and training of aircrew trainees in aero-medicine, are all further aspects of the Medical Officer's responsibilities.

Stn. Winnipeg's Senior Medical Officer is S/L H. G. Grant, who is administratively responsible to the CADO, and under his supervision the Infirmary provides full medical care of all Regular Force personnel for RCAF Stn. Winnipeg, its lodger units and support personnel of 17 Wing (Aux.). In addition, medical care is given to summer employment reserve personnel of RTTP (Reserve Technical Training Plan). Medical administrative arrangements for RCAF units at Stations Cranberry Portage, and Bird, Manitoba, are the responsibility of Stn. Winnipeg's medical staff. Civilian drivers and food handlers also receive annual medical check-ups. Transient care is provided as required and financial arrangements for all Royal Canadian Air Cadet medical examinations in Winnipeg, Kenora, Ft. William, and Geraldton, are handled by Stn. Winnipeg.

Basically, this responsibility for medical care involves approximately 3,000 personnel on Stn. Winnipeg. During the last year over 8,500 individuals appeared on sick parades, and 3,000 to 3,500 were given medical examinations.

Stn. Winnipeg's method of handling such large numbers is based on a functional division of responsibility. One Doctor assumes full responsibility for all medical matters dealing with aircrew, while another is allotted comparative responsibility in dealing with ground crew or non-flying list personnel. An additional civilian Doctor is employed on a part-

time basis, assisting with medical examinations and non-medical release boards. On Stn. Winnipeg F/L R. T. Dalzell is the aircrew MO, Dr. E. T. Kent, the ground crew MO, and Dr. S. Steinberg is the civilian Doctor.

Some of the responsibilities of F/L Dalzell involve medical matters relating to aircrew fitness, physiological investigation of flight safety incidents, making recommendations on fitness of aircrew, being on hand when crash calls occur, giving aero-medical lectures, serving on medical boards of officers, acting on the flight safety committee meetings, and dealing with sick parades involving aircrew.

Dr. E. T. Kent looks after sick parades involving ground crew, in-patient care, maintains the sanitation diary of the unit, handles matters such as individual hygiene, health inspection, food and garbage inspection, civil employee medical examination, insect and rodent control, communicable diseases, and liaises with local health authorities.

The purpose of the basic division between aircrew and non-aircrew in such matters tends to create a continuity in treatment which preserves the desirable doctor-patient relationship. In over-all supervision

S/L Grant exercises control over organization and administration, and takes first-hand action on all medical boards having career implications.

PERSONNEL

In addition to the three full-time service medical officers and the part-time civilian Doctor mentioned above, the staff includes three nurses: F/O F. I. MacDonald is the matron, and under her are F/O's J. T. S. Campbell and N. E. Barker, the flight nurse. F/O Barker, when acting as a flight nurse, is concerned with providing nursing care to patients during air evacuations.

The Infirmary's dispensary is operated by F/O R. Hill, a graduate pharmacist from the University of Saskatchewan, a native of Oxbow, Saskatchewan, with five years in the RCAF, two and one-half years of which have been spent at Stn. Winnipeg. The dispensary provides drugs and pharmaceutical supplies as prescribed by the MOs and also provides certain drugs for use by RCAF dependents on prescription.

The Aero-Medical Section is directed by the training officer, F/O D. J. S. Stodart, who is assisted by four TechA Meds, among whom are F/S R. J. Leath-

wood, attached to the RCAF Research Laboratory at the University of Manitoba, and Cpl. T. C. Hand, at the Aero-Medical Centre on Stn. Winnipeg. There are twelve MedAs on the Station, three of whom are MedAs (Para Rescue), who are available for duty with 111 Communications and Rescue Flight. The administrative staff operates under the direction of Sgt. S. R. Chappell.

Emergency care is available to all Air Force personnel and their dependents, on the same basis as the medical profession is always prepared to extend emergency treatment. The Stn. Infirmary's 24-hour service provides for sick parades over weekends. The two ambulances, the J22 Crash Ambulance, and the J6 Cadillac City Ambulance, are on continual standby with drivers immediately available. There is always a staff on duty at the Stn. Winnipeg Infirmary. At night and on weekends a MedA is on duty in the hospital, a duty nurse available on the Station, and a duty MO is immediately on call.

Approximately two hundred cases each month are referred to Deer Lodge Hospital for out-patient diagnostic care. Deer Lodge is able to provide specialist facilities and provide for major surgery, which is not normally available at unit level. The Infirmary's eight-bed hospital provides accommodation on the unit for short term hospitalization needs.

RECRUITING

Dr. S. Bellan, the Recruiting Unit MO, deals exclusively with medical examinations of RCAF recruits.

Stn. Winnipeg provides office space, laboratories and technical examination facilities and staff for the purpose of carrying out these medical examinations.

DEPENDENTS' SERVICES

Three major services are provided for dependents by Stn. Winnipeg's medical organization. These are:

- (a) certain drugs and pharmaceutical supplies;



"The Beauty and the Beast" . . . L.A.C. V. A. Morrison (left) stands by the 4x4 "Beast" or Crash Ambulance; standing before his Cadillac Metropolitan "Beauty" is LAC J. J. Nagel.

(b) medical examination of dependents prior to transfer to isolated units and overseas;

(c) certain immunizations.

Arrangements have been made with the City of St. James so that some public health services, such as Well Baby Clinics, are provided through their health unit.

AERO-MEDICAL CENTRE

The purpose of the aero-medical centre is to provide indoctrination and training for aircrew in the use of high altitude protective equipment and the efforts of high altitude conditions upon the human body, thus ensuring maximum fitness of aircrews for their flying duties. All prospective aircrew receive aero-medical training, which normally consists of twenty hours instruction dealing with such matters as the physiology of high altitude flight, the use of oxygen equipment, and new developments in protective clothing and equipment.

Part of the aero-medical instruction includes a "chamber run" of approximately two hours dura-



F/O R. R. Hill, Pharmacist, is responsible for the dispensary.

Cpl. J. K. Condon, Lab Technician, demonstrates the use of the microscope.



Inside view of the decompression chamber in the aero medical centre. Photo shows main section seating 8 trainees. Oxygen cylinders can be seen through open hatch at far end.

tion. The decompression chamber, which is used in assisting the individual to understand the effects of high altitude, holds eight subjects and one aero-medical staff member. After a preliminary lecture on the use of oxygen equipment, a class enters the chamber where a simulated altitude of 28,000 feet is created. Each student experiences hypoxia (oxygen deficiency) in order to recognize its symptoms. Next a simulated altitude of 40,000 to 43,000 feet is created so that the student may experience pressure breathing.

In addition, the aero-medical centre provides routine ECG (Electrocardiogram) diagnostic service for recruits and for routine aircrew follow-ups, which are made every four years. Audiograms and Eye-testing are also provided here. Additional training safety equipment use and in First Aid is provided by Cpl. T. C. Hand.

The area which medical services at unit level covers today is a far cry from the old MIR of fifteen or twenty years ago. New demands are constantly arising and Stn. Winnipeg's medical organization is an outstanding example of how these demands are being efficiently and intelligently dealt with.

ST. JAMES SHOPPING CENTRE

Whytewold

DRUGS
PORTAGE AT WHYTEWOLD

YOUR CLOSEST DRUG STORE

"WE DELIVER"

KEN W. BALL, Prop.

Phone VERNON 2-3997

Parkview Barber Shop & Beauty Salon

FOR WOMEN:— HAIR SHAPING - HAIR STYLING - TINTING - BLEACHING - COLD WAVING
2177 PORTAGE AVE. (Next door to Bank of Commerce) PHONE 6-1468
FOR MEN:— ALL STYLES OF HAIRCUTS

Your Friendly Imperial
Dealer

thanks you for your
patronage

**AMHERST
SERVICE STATION
LTD.**

Corner of AMHERST STREET
and PORTAGE AVE.

WALLY PAYNE
PHONE 6-6053 ST. JAMES

We Feature
Regulation Air Force Oxfords
made by
HART and JARMAN
EXPERTLY FITTED

**SHOE FAIR
Ltd.**

1853½ PORTAGE AVE.
ST. JAMES

*When in Town . . .
The Place to Set Down*

**SILVER HEIGHTS
RESTAURANT AND
DINING ROOM**

Portage at Sharpe Blvd.
Phone 6-1353

AIR CONDITIONED
Only a few minutes from the gate

*A Beverage to Suit
Every Taste*

Enjoy Coca-Cola
right now!



DELAY CAN BE COSTLY for Automobile - Fire - Liability Insurance

Amazon Agency

PHONE VERNON 2-2884

AMAZON MOTEL

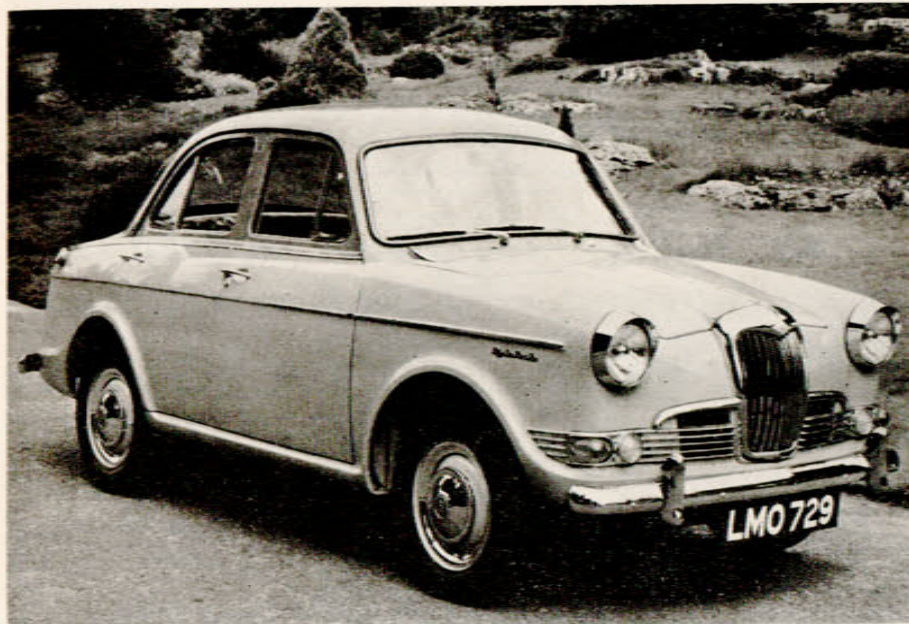
KIRKFIELD PARK



AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS

FOREIGN CARS



The new 1.5 Litre Riley — "It'll go like a scared cat."

TWO MILLION VOLKSWAGENS

The two millionth VW rolled off the assembly lines in Germany on 28th Dec., '57, just 29 months after the first million. Just under 500,000 were produced in 1957 and, in case you might wonder if they are ever going to change the lines of the homely little mutt, here are the words of Hedd Novotny (stated at the beginning of January) — "The basic construction and outer shape of the Volkswagen will remain the same for many years to come." If that doctrine is followed through, I fear they will be making a mistake. Look for the Renault Dauphine to overtake VW in North America within 18 months.

RUSSIAN CAR FEATURES

While we are used to going into the showroom and knowing that the price quoted is for a very stripped-down beast, friend Ivan is in exactly the opposite boat—the rigors of the Russian

winters, roads and motoring conditions are reflected in the towing hook, radiator shutter, and two oil filters in series; all normal fittings. Heater, radio, and collapsible bed are also standard. The bed is formed by folding the seats. Tools and accessories supplied with the car form no fewer than 39 different items, including 20 wrenches!

Fifteen-inch wheels give an eight-inch ground clearance, but there is also a high-sprung version for country use. In this you have four-wheel drive, and a two-speed transfer case supplementing the normal three-speed gearbox, giving a total of six forward and two reverse ratios.

"List" prices run from around \$1,500 to about \$2,800. Production is only 180,000 a year and, in reality, the black-market is so bad that it is not uncommon to find the price multiplied by four. A two-year delivery delay is virtually standard.

MOTOR SALES LTD.

SALES AND SERVICE FOR
AUSTIN, MORRIS, JAGUAR and AUSTIN HEALEY & M.G. SPORTS CARS
A. G. COOKE — Retail Sales Mgr.

Ph. Whitehall 3-3461

Open 10 p.m.

Donald & York, Winnipeg, Man.



By PETER McLOUGHLIN

BRIGHT BRITISH NEWCOMER

Traditional Riley-lovers seem horrified by this new 1.5 litre car which has the new BMC body shell, together with an M.G. engine inside. Oh, perhaps it hasn't the character of that other lovely car, but it'll go like a scared cat, and should sell around \$2,500. If you want one, pester your Morris-Austin dealer. Personally, I think it is one of the only interesting "little" cars the British have produced since the war.

Unitary construction is used for the shell, almost identical to the Wolseley 1500, and that has been wedded to a torsion-bar suspension that closely resembles the Morris Minor. Steering is by rack and pinion. The car is nicely finished with wood on the dash and doors, a full range of instruments, and a seating capacity of four to five. Size will be a little smaller than the present Austin A55. All road reports so far are loud in their praise—"handles like a sports car" . . . "cruises effortlessly at 75" . . . "light and precise steering." Add to this an average fuel consumption of over 30 m.p.g., and it looks assured of a long and healthy life.

NEW HILLMAN HUSKY

An entirely new Hillman Husky will be here shortly, with longer, lower lines, higher performance and more passenger and baggage space. 41.5 cubic feet of cargo space are available to carry loads up to 660 lbs. All told, quite similar to the Hillman station-wagon on the normal chassis—a lovely-looking little bus, incidentally. Worth looking into if you are in the field for a small wagon. Horsepower for the two cars are 43 and 48 respectively.

NEW FACE FOR 1958 TR-3

That perplexing hole in the front of the TR has now been replaced by a stylish grille, with obvious improvement. No engine changes have been made, and all improvements are centred in the body. The headlights have been faired-in, the bumpers redesigned, better seats with more padding; the dash now has a black lustre finish. Price may be up \$50.

DOMESTIC CARS

25,000,000TH V-8 FORD

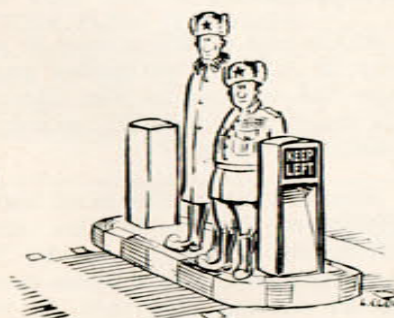
Ford recently announced their 25,000,000th V-8 engine. The introduction of this engine formed the greatest gamble Ford ever took in the automotive field. On Dec. 7, 1931, Mr. Ford abruptly ceased production of the four-cylinder Model B, and announced that he would commence production of a V-8, to be introduced on 1 April, 1932. He would do this by casting the engine block in one piece. All experts declared this to be impossible. They could not see how it would be possible to form a sand mold to hold such a complicated cast. The nightmare then commenced. Working around the clock, the feverish Ford crews desperately tried to achieve success—hot metal turned the sand to slag in the molds. Cores shifted out of position and sometimes burned up when the hot metal hit. Sand holes erupted through the walls of the castings. Blocks cracked and fell apart . . .

It was only on March 9, 1932—three weeks to the deadline—that the first good V-8 block came out of the factory. Casting problems were overcome finally by the use of phenolic resin to bind the sand.

The day came when they got six good engines. Soon they were making hundreds. In May, the first Canadian-built V-8 was turned out by Ford of Canada at Windsor. That first V-8 had the distributor mounted on the front and the generator on the top. It was equipped with a single-throat carburettor; pistons were aluminium; it developed 65 b.h.p. at 3400 r.p.m.

NEW CHEVIES QUIET

These new Chevies are solid as rocks and very quiet as regards body squeaks and drumming—largely as a result of superior frame stiffness. They are, however, more than one inch higher than comparable Ford and Plymouth models using low-height channel frames; this, apparently, was the sacrifice necessary to get the stiffness. The result brings you an American car that really holds the road with little sway, and good rear-wheel adhesion. Even the steering is light and quite accurate. Looks a best buy later in the year when early production bugs go out. I'm still waiting to get my hands on an air-suspension model.



Courtesy "THE AUTOCAR"

FURNISH 3 ROOMS COMPLETE AS LOW AS \$348.00

Consisting of:

- * 5 PIECE CHROME SUITE
- * 20 PIECE BREAKFAST SET
- * 5 PIECE ALUMINUMWARE
- * DAVENPORT AND MATCHING CHAIR
- * 2 END TABLES
- * 1 COCKTAIL TABLE
- * 2 LAMPS 2 PICTURES
- * 1 DOUBLE DRESSER
- * 1 CHIFFONIER
- * 1 BED 4' OR 4'6"
- * 1 SP. FILLED MATTRESS
- * 1 CABLE SPRING
- * 2 PILLOWS 2 LAMPS

Easy Terms — Low Down Payment



PHONE 6-5032

1819 Portage Ave. St. James

TROUBLE SHOOTING

RUST ON WELD SEAMS

If you wish to preserve bodywork, you must realise that paint and chromium plating (an overlapping pattern of microscopic fish-scales), not protected by natural oils, are porous.

We all use wax in some shape or other to do the exterior protection, but how many realize that it is very useful in other places? That paint blister on fender seams can be prevented if you wish to take the bother. There are two good methods of achieving this; use both if you like. The first involves

caulking any seams left untouched by the undercoat with a soft household wax. This can be mixed with paraffin for a more permanent finish. However, before mixing, consider this—for some reason this mixture hardens to a good protective finish, but won't come off as it becomes extremely hard. A second method, a trifle messier, that lasts for a surprising time—if done in dry weather—is to have the underside of the car sprayed with a heavy penetrating oil. It may even be so successful that it creeps right through joints and welds to appear on the upper surface to hinder waxing and polishing!

As to favourite rust spots—release the bottom edges of door trim panels and protect door interior with soft wax. Lift the rubber flanges around windshield and rear window and coat with wax (doesn't harm rubber). Roof gutters and tail panels are other hot spots. All exterior chrome trim should have wax coatings underneath—a bother as you can see. Trunk and door hinges may be protected and lubricated by soft wax; at the same time you can treat the bent-over metal around trunk and door edges.

It all takes time, but if you want to keep that car there is no other alternative.

NEW TRENDS

NEW TIRE RESEARCH

U.S. Rubber recently opened their new \$4 million research plant, and in the same breath promised a further \$20 million in research over the next five years. Of major interest is their effort to bridge the gap between rubber and metals. They are working on a range of rubbers and plastics which will provide a hardness range right from one to the other. Also mentioned were tires of polyurethane rubber, which has some characteristics of a synthetic fibre and should give three times the mileage of present tires.

TOASTMASTER

"Mighty Fine Bread"

MADE BY
CANADA BREAD

PHONE 5UNset 3-7144

FOR THAT SPECIAL GRADUATION PHOTO PHONE WH. 2-6042

Lyceum Photo Studio

PORTRAITS, WEDDING PHOTOS, COPIES, PASSPORTS

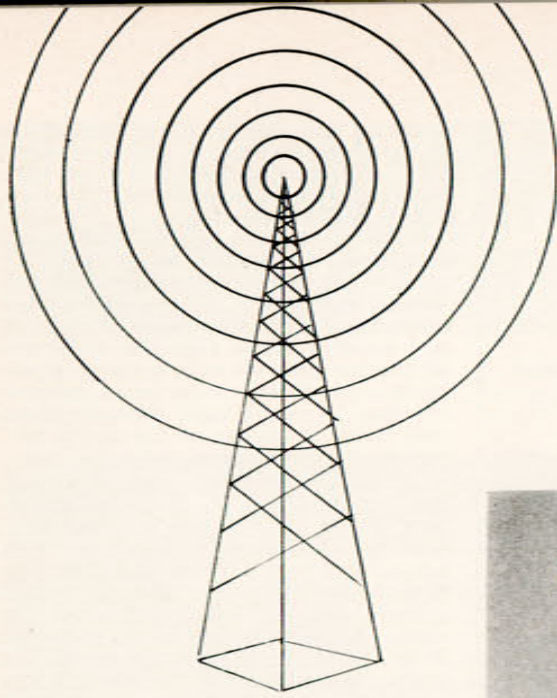
Established 1920, H. POIRIER, Proprietor

30 Stobart Building
(Next to Lyceum Theatre)

290 PORTAGE AVENUE, WINNIPEG, MAN.

NEWS

TOP RCAF COMMUNICATIONS UNIT



BEAUTY



Green-eyed blonde, Susan Oliver, reached stardom in her very first picture—appropriately titled "The Green-Eyed Blonde".
Warner Bros.



(National Defence Photo)

Flt. Lt. Henry Holgate, of Hamilton, Ont., accepts the Communications Efficiency Trophy from Air Vice Marshal L. E. Wray on behalf of No. 5 Communications Unit, St. Hubert, Que.

ST. HUBERT, P.Q.—The top unit in the RCAF's coast-to-coast teletype network was awarded the Communications Unit Efficiency Trophy at St. Hubert, Que., recently. No. 5 CU, one of a nationwide chain of six, took top honours at a gathering of most of its 65 personnel while dozens of teletype machines hummed in the background.

The award was presented to Flt. Lt. Henry Holgate, 38, of Hamilton and Sault Ste. Marie, officer commanding the winning unit, by Air Vice Marshal L. E. Wray. (Photo.)

Qualifications for winning the cup are determined by a visiting team of experts who give the operators, administrative and technical personnel the "once over" in everything from Air Force procedures to ceremonial drill.

The network was formed in 1945 after the Air Force left the tri-service system and spread circuits from Vancouver to Halifax with headquarters in Ottawa. Through this organization teletype signals are dispatched across Canada and from the coastal units, to Australia and Europe.

At the end of 1957 a total of just over 50 miles of perforated paper tape had worked its way through the machines of 5 CU delivering 1,400,000 messages.

Human error is the most highly considered hazard in this semi-automatic system. A survey last year conducted over a seven-month period showed that only 18 teletype messages had been lost in the entire system which handles over 12 million per year.

SCIENTISTS TAKE COURSE IN RUSSIAN LANGUAGE

OTTAWA—About thirty Canadian scientists are to take a special twenty-five-week course in the Russian language to help prevent duplication of research on scientific problems already solved in the Soviet Union. A large amount of Soviet scientific progress is unknown to Canadian scientists because of inability on the part of many of them to translate Russian scientific papers, according to the Mines Department here. These branches represent the sciences of geology, mineralogy, geophysics, metallurgy, chemistry, hydrography astronomy and astrophysics.

SOVIET SCIENTISTS SEEN AS PEACE KEY

An authority on Soviet affairs declared recently that the United States could achieve lasting world peace if it could keep pace with Russian arms development and avoid war for ten or fifteen years. The expert, Dr. Albert Parry of Colgate University, based his prediction on what he termed the "growing influence" in the Soviet Union of scientists, engineers and other technocrats. These "egg-heads," he said, are gradually attaining power in both military and political circles.

PEARKE SAYS WEST AHEAD

The Canadian-built CF-100 jet fighter, described by some as obsolete following recent missile developments, is "capable of defending this country today against any type of bomber the Russians might send," Defence Minister Pearke said recently. "We're not behind the Russians—we are way out ahead of them," he told a press conference.

SO YOU THINK LANDING AT FLIN FLON IS TOUGH . . .

A flying hazard unique in the annals of the RCAF has been encountered by pilots of 115 Communications Flight, stationed at the

UNEF air base at El Arish, Egypt, —caravans on the runways.

The airfield is situated in a desert valley three miles inland from the Mediterranean Sea and five miles from the old native village of El Arish. Through this desert area Bedouin nomads continue their traditional trekking as they have for centuries on their way to the market village.

Although carefully skirting the newly planted crops of their fellow Bedouin tribes, the nomads disdainfully ignore borders, regulations, Egyptian guards and the UNEF airfield as they follow the caravan routes of their ancestors.

RCAF pilots, landing or taking off from the airstrip, frequently find themselves debating the right of way with a fully loaded camel train and have to wait until the plodding beasts of burden clear the runway.

So far, when it has come to a showdown, the aircraft have won.

CANADIANS TO TEST SPARROW II

OTTAWA—A team of RCAF and Avro personnel has arrived at the U.S. naval air missile test centre at Point Mugu, Calif., to carry out test firings of the Sparrow 2 guided air-to-air missile, Air Force Headquarters reports. The announce-

ment said the facilities of the navy base and a number of the missiles have been made available to the team for the tests. The Canadians are expected to remain in the United States for six months or more.

U.S. REVAMPS MISSILE WARNING SYSTEM

WASHINGTON—The U.S. Army and Air Force moved recently into dual responsibility for the life-or-death job of detecting and destroying intercontinental missiles. The army has been ordered to develop a missile capable of knocking down invading rockets, while the air force is to work out a system for spotting them while they can still be intercepted. The air force will begin construction, probably within a few months, of three ballistic missile detection stations in the Arctic. Using ultra-long-range radar, the stations could spot Russian missiles within minutes after their launching in Eurasia. The three detection centres will be spotted about 1,000 miles apart in the general area of the present Distant Early Warning line (DEW line) system for aircraft detection. The 3,000-mile range of the new radar equipment will provide ample overlap to create an unbroken "fence" along the continent's rim.

Your Best Used Car Deal Today . . .
in every way is at
Community Chev. • Olds • Ltd.
1149 MAIN ST., JUSTICE 9-8345

Shall we sign now, Sir?

THE SPORTS CENTRE

A COMPLETE LINE OF SPORTING EQUIPMENT

Jackets, Uniforms, Crests Made to Order

510 PORTAGE AVE. — PHONE SPruce 2-9596

CANADIAN JOINT STAFF – LONDON

By F/L J. E. DUKE PALMER

The Canadian Joint Staff, London, operates in much the same way as does its sister organization in Washington, U.S.A., and, in fact, uses terms of reference which are modified only slightly from those of the American counterpart. An initial difference between the two organizations is the history of the London Staff, for it had its beginnings in the vital and bustling days of war, when Canada's Navy, Army and Air Force established their overseas headquarters in London.

It was out of that quiet corner of old London, known as Lincoln's Inn Fields, in the City of Holborn, that Canada's post-war liaison staff developed, and from there most of Canada's wartime air effort was directed. The first headquarters building of the RCAF Overseas was in the Sun Life Building, physically a part of Canada House, on Cockspur Street just off Trafalgar Square. In January 1942 the staff had far outgrown the limited accommodation there, and a handful of Canadian airmen moved to an address which will long be associated with Canada and the RCAF . . . No. 20 Lincoln's Inn Fields. As the Mayor of the Borough of Holborn in London described it in 1945, "from this tiny vanguard, the RCAF grew into tens of thousands, comprising one of the most deadly striking forces in aerial history." The operational wartime history of the RCAF Overseas is well chronicled but, as might be expected, the joys and sorrows of administering the muscular machine of the RCAF in Europe in those hectic days will probably be buried in dusty files and fading memories.

The RCAF moved out of the historic setting of Lincoln's Inn Fields soon after the end of the war, but a permanent mark of the Canadian sojourn still stands in the form of a Maple Tree planted in 1945 "as a living symbol of the



Flight Lieutenant J. E. "Duke" Palmer, a graduate of the United States Armored Force Information School, has been employed in Public Relations duties for the past seven years.

Since July 1954 he has been stationed in London, England, at Canadian Joint Staff, as the Overseas Public Relations Officer.

mutual respect, friendship and affection which, in those years began, grew and flourished between the sons and daughters of the Dominion of Canada and the people of Holborn." In this area where Dickens lived and worked, and Samuel Johnson wrote and compiled his dictionary there is now a street which in 1945 lost its 330-year title

of "Newman's Row" to become forever "Canada Walk," to mark the days when, to quote from the sign commemorating the renaming, "a great band of weary sojourners settled in Lincoln's Inn Fields and added a new value to a bit of old London." "It was a gallant and happy comradeship," said the then Mayor of Holborn, Air Marshal G. O. Johnson was Air Officer Commanding-in-Chief of the RCAF Overseas in those days and he predicted that "as years go by many of the men and women who served here during the war will come back to the heart of the Empire and back to this square to renew their association with the Borough of Holborn and Canada Walk." Indeed his prediction is verified with almost every draft of RCAF men and women arriving overseas these days.

At the end of the war more than 4,600 all ranks were serving at RCAF Overseas Headquarters (including seven district headquarters at Inverness and Edinburgh in

Peter Pan CLEANERS

SHARPE & PORTAGE
PICK UP AND DELIVERY
ONE HOUR SERVICE

All Work Done on the Premises



Our "2-Account Plan" helps you to save

1. Use your Savings Account strictly for saving.
2. Keep a separate Personal Chequing Account for paying bills.

Try this new plan at any "Royal" branch.

THE ROYAL BANK OF CANADA

Scotland; Peterborough, York and Torquay in England; and Cairo and Rome). By the end of 1946 the headquarters staff had dwindled, following the move of the last RCAF units home.

The need for perpetuating the close military associations which had developed during the war years was recognized by the Department of National Defence of Canada when the Overseas Headquarters of the three Canadian Services were no longer needed as such. The co-operation and alliance

which existed during the war was thus maintained in the post-war era by the organization of the Canadian Joint Staff Mission, London, which was constituted by the Cabinet War Committee on the 8th of January, 1945, as a liaison staff. By the end of that year the Staff Mission was superseded by the appointment of a liaison officer from each of the three armed Services and Defence Research Board, to be attached to the Canadian High Commissioner's Office in the United Kingdom. This might properly be

THE McLAREN HOTEL

MAIN ST. AT RUPERT

WINNIPEG, MAN.

Phone WHitehall 3-8518

THE KIRKFIELD HOTEL

KIRKFIELD PARK

WINNIPEG, MAN.

Phone VErnon 2-4313

Your Friendly Hosts

FRED DANGERFIELD
GEORGE DANGERFIELD

JACK DANGERFIELD
FORBES RANKIN

considered the birth of the Canadian Joint Staff, known then as the Canadian Joint Liaison Office.

The RCAF interpreted this move as the signal to transfer RCAF Overseas Headquarters authority to the Air Member, Canadian Joint Liaison Staff, London. As with a great many things in the Air Force in those days, titles and forms of address were in a state of flux, although the liaison job doubtless remained fundamentally the same. For the records the Air Member, CJLS (London) was then known as SCAFLO. That is: Senior Canadian Air Force Liaison Office, and this appointment was filled by Air Vice Marshal R. E. McBurney, the last AOC-in-C of the RCAF Overseas.

This new organization was moved in August of 1947 from Lincoln's Inn Fields to 11 Hill Street in London's Mayfair, not far from Piccadilly Circus and Berkeley Square (where the nightingale is reputed to have sung). The new building was used as offices by General Eisenhower's staff in the planning of the D-Day landings. It brought under one roof liaison staff members of the Navy, Army, Air Force and Defence Research Board; and the term "joint" staff took on a much more tangible meaning.

The Air Member took over from the Overseas Headquarters the administration and discipline of all RCAF personnel in the U.K. and on Continental Europe. He also maintained liaison with the Royal Air Force on policy, progress and trends, and he advised the High Commissioner on air matters. In those days there were certain diminishing commitments assigned to the senior Air Force officer overseas. These were the administration of the RCAF section of the Dominion Air Forces Research and Enquiry Service, a casualty Liaison Office, and an Historical Liaison Section. Following A/V/M Mc-



Burney as Air Member came Air Commodore J. L. Hurley. From October 1946, Major-General S. F. Clark, CBE, CD, acted as Chairman of the Joint Staff, serving as the representative of the Chiefs of Staff in London, and was accredited to the Western European Regional Planning Group of the North Atlantic Military Committee. The Chairman represents the Chiefs of Staff on all matters relating to the North Atlantic Treaty and serves as principal military adviser to the Canadian High Commissioner in London. Taking over from Major-General Clark was another Army officer, Major-General J. D. B. Smith, DSO, CBE, CD. The position of Chairman may be filled by a Senior Officer of any of the three services and is now filled by Air Vice Marshal D. M. Smith, CBE, CD, of the RCAF.

With the acceptance of NATO commitments by the Canadian forces, it became obvious that the limited accommodation at Hill Street would not house the staff necessary to represent Canada in the NATO as well as the normal British sphere. A new building was found in the Royal Borough of Kensington, not far from Hyde Park and the Royal Albert Hall. The move to this new and latest home, at 66 Ennismore Gardens, London, S.W. 7, took place gradually in March of 1951. On the gateway to the building is carved the name Moncorvo House, but this name is no longer used to identify the building. Moncorvo House, in the Parish of the City of Westminster, County of London, was erected in 1879 by the Right Honourable William, Earl of Listowel. Once a fine residence, it now has lost the stately airs of a town house

to become a busy office building. The only room left in its original fittings is the large conference room which is richly carved in oak. The officers of the Staff have devoted considerable money to the purchase of rare paintings which suitably set off the room. Among the most recent paintings is a life-size portrait of the Queen done by Denis Fildes, a distinguished portrait artist.

If the Conference Room is ornate the other accommodation is far from it, for every possible space has been put to some use. At the back of the house was a stable and coach house with servant quarters above. These have been completely renovated to provide office working space. Fortunately no ghosts are known to frequent the building, as is often the case in old English residences. Perhaps if any ghost did show up, it would be that of a former tenant, of the Sandeman family, whose sherry and port wines must have stocked the wine cellar, now part of the signals centre in the building.

(Continued next issue)

COVER STORY

At the height of the Hockey Season with the play-offs in progress, Voxair features Station Winnipeg Goalie Ian Judge in a typical action pose, kicking the puck away from the net. The continuance of such brilliant style should undoubtedly result in a championship for the team.

(Photo by Cpl. Bud Askett)

RED RIVER CONSTRUCTION CO. LTD.

825 Tache Ave., St. Boniface

MACHINE RENTALS
SEWER & EXCAVATING
Phone CHapel 7-2511

Best Service

STORAGE • PACKING
MOVING

Star Storage Ltd.

PHONE 93-0567

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



SERVING ALL OF WESTERN CANADA

Hanford-Drewitt LTD.

241 PORTAGE AVE.
WINNIPEG

- Clothiers & Importers
- R.C.A.F. Officers' Uniforms & Accessories

No Potatoes Thank You

By J. L. WILSON

The name of the instigator of this libel isn't known but, as almost everyone is aware, there are now many tongues and pens employed in passing along the word that the majority of us are physically out of shape.

Naturally, the slur is specifically aimed at the adult male; and it behooves each of us men to take up the cudgels and meet this criticism with a little head-on action. *Out of shape indeed!*

Actually this is pretty mild considering some of the things we're accused of being but, as is usually the case in such a matter, there is evidence that the author of the crack spent little time in researching his material. Had he looked the length of his household he'd have found the surplus poundage located elsewhere.

It just so happens that I have at hand (purposely kept on file in the event a situation came up indicating its use) an article which states that anthropologists have found that fat rolls are larger on women than on men, and that women, generally, carry a lot more fat outside their frames than do men. Just how these students of humankind found this out is obviously a point for themselves to explain, but it does prove that once again the male of the species is being unduly larded with false accusation—this time by a person whose mental awareness isn't quite up to his muscle tone. (Unless he reads this; in which case I'm only fooling.)

AINVILLE KENNELS

HOME OF THE LABRADOR

Puppies of All Breeds For Sale. Dogs Boarded, Trained, Clipping, Washing
WE CALL FOR AND DELIVER

3025 PORTAGE

PHONE VE 2-3015

Two of the finest for Quality and Savings!

GENSER'S and RCA VICTOR

Visit Genser's Appliance and TV Basement

Supermarket for the finest choice of nationally famous

RCA Victor TV and appliances.

The most liberal Credit Terms in town

with Free Life Insurance will be

arranged for you.

GENSER'S 291 Portage Ave.

Chapman and Chapman

BARRISTERS, SOLICITORS, SPECIAL EXAMINERS, NOTARIES, ETC.

GEORGE THOMAS CHAPMAN, Q.C.
GEORGE E. CHAPMAN, B.Sc., LL.B.
Telephones: RES. 6-2119
Office 6-7973

1864 Portage Avenue,
St. James, Manitoba
(Opposite Portage & College
Branch, Royal Bank)

Silverwood's DAIRY PRODUCTS

- Safe Milk
- DeLuxe Ice Cream
- First Grade Butter

However, it may also be that the women got this story about the poor condition of men into circulation as a sort of smoke screen to cover up their attempts to get at the seat of their own troubles. You never can tell. Anyway, the foregoing is offered for use in countering any charges that may be made against your general fitness.

I do suppose, though, that while we're putting down this thing with argument we might also devote a little time to tidying up the edges of our envelopes in case the anthropologists happen around to do a little checking. It wouldn't do to be caught with our calories up.

In my own case I have entered into a tuning-up programme with a Mr. McGubbin who is, at the moment, a co-sharer of government quarters. Mr. McGubbin has been convinced that he owes it to himself to trim down; and he's been made to understand that there is something to be gained by a person who is in condition. He was at first reluctant to get going on the thing, but after being shown some press releases concerning Jayne Mansfield and the muscled Mickey Hargitay his efforts are burning brightly.

Every night Mr. McGubbin lies on the floor on his back with his legs straight and his arms resting on the floor, extending himself outward from his armpits as it were. He then bends both knees up close to his abdomen which is no mean feat in itself. Then, keeping his knees bent and grunting to called time, he rolls from side to side touching his thighs to the floor at the end of each roll. He literally ends up clinging to the floor with his fingertips.

If the exercises are successful I shall probably take up from where Mr. McGubbin leaves off; however, if this uproar over physical fitness blows over, I may not bother. As it is I'm kept pretty busy keeping tabs on McGubbin. This is done by lying on my bed and inhaling so that I can see McGubbin at his exercises in his room across the way.

You see, the truth of the matter is that Mr. McGubbins has recently come to us from the Navy and therefore requires a considerable amount of supervision—sailors being what sailors are.

TV OPENING SCENES I'D LIKE TO SEE

by RON BAYNES

Michael Anthony: "You sent for me, Sir?"

J. Beresford Tipton: "Yes, Mike. We're broke."

* * *

"You know what city this is, who I am, and what I do. Forget about the current weather and who I was working with out of what. Here's the story . . ."

* * *

"What kind of day was it?—frankly, we don't know. Meteorological records don't go back that far."

* * *

"Let's quit loafing around the cemetery and get down to Dodge."

* * *

"Lassie! Lassie!—get lost Lassie!"

* * *

"This is Folio. Tonight we present something which is neither startlingly new, intellectually brilliant nor culturally significant. However, we think it'll be good entertainment . . ."

A Complete
Reliable Service

STATION PRESS SHOP

A. PRESKY, Proprietor

TAILORING - PRESSING
LAUNDRY
DRY CLEANING

PHONE 6-1014

NORTH SIDE DRILL HALL
R.C.A.F. STATION,
WINNIPEG, MAN.

John Roddy LTD.

- UNIFORMS
- BATES HATS
- AQUASCUTUM & CROYDON RAIN COATS
- MESS KIT

THE OFFICERS' SHOP

Phone Whitehall 2-3951

PORTAGE NEAR KENNEDY

WINNIPEG, MANITOBA

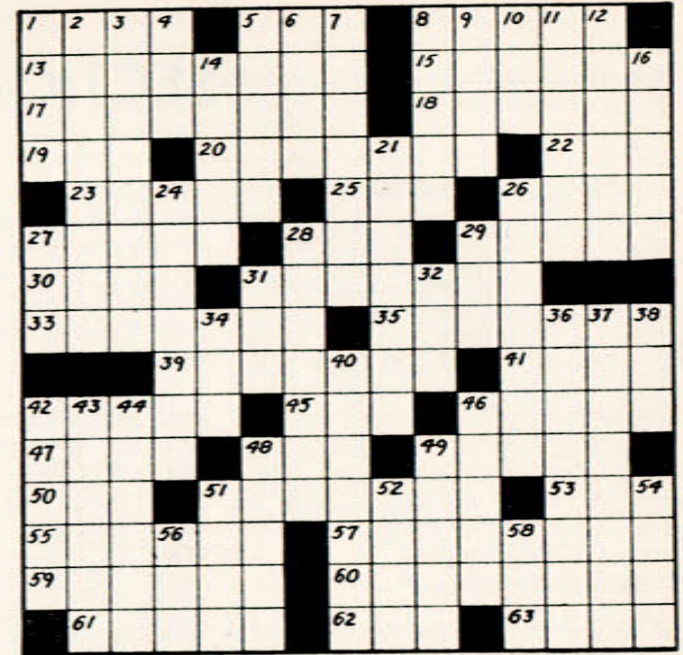
VOXAIR CROSSWORD PUZZLE

ACROSS

1. Spoke to deceive
5. Little devil
8. Work gangs
13. Wall Street buyer
15. Rabelaisian
17. Mass panic
18. Gaited horse
19. Private eye, for short
20. Egg dishes
22. Memento of Hawaii
23. Falls into disuse
25. Employ
26. Budge
27. Is irritable
28. Classifieds
29. Just great (slang)
30. Sworn word
31. Major
33. Unexpected success
35. Longed for
39. Recorded again
41. Any aircraft
42. Stopwatch
45. Feeling blue
46. Expensive smoke
47. Duck genus
48. Sty
49. Miss Turner and others
50. Baby flower
51. Besplattered
53. Kind of barrel
55. Speechmaker
57. Fatigue
59. Lax in duty
60. Radio set
61. Thick
62. Burnt matter
63. Mexican money

DOWN

1. Heel over
2. Inner
3. Remove people from dangerous locales
4. Opposite of GOP
5. Things listed
6. Method
7. Introduction
8. Rickety airplane
9. Margins
10. Flow away
11. Sock
12. Garment part
14. Work for the dry cleaner
16. Laundry machine
21. Tried
24. Ranges of influence
26. An Irish "plague"
27. Signal for help
28. Tapestry
29. The bounding main
31. Secure
32. Man's nickname
34. Via
36. Item to be developed
37. Obliterations
38. Beetle
40. She lost all but Hope
42. Small drum
43. Accustomed
44. Woman's title
46. Skeleton army corps
48. Pocketbook
49. Bloodsucker
51. Velvety green growth
52. N.Y. State senator
54. Famous tyrant
56. Can coating
58. Inside info



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 39.

RICKSHA RESTAURANT

Chinese and American Dishes—Modern Air-Conditioned Dining Room

FREE HOME DELIVERY
875 PORTAGE AVENUE PHONE 5PRuce 4-7481

JANSEN BROTHERS

WHOLESALE

FRUITS & VEGETABLES

CATERERS TO R.C.A.F. MESSSES

298 Ross Avenue

WINNIPEG, MANITOBA

Whitehall 3-8446

The Fleetwood Churchill

MODEL 21-64

Luxurious viewing and listening are yours with this striking 21" open console. Here is a set to delight your eye, your ear and your sense of beauty. Compact, up-front control panel. Recessed sound baffle houses 3 powerful Hi-Fidelity speakers. Cabinets finished in your choice of Walnut, Mahogany or Lined Oak.

Width 30", depth 22 1/4", height 34 3/4".



GIBBS FURNITURE

OPEN UNTIL 9 P.M. ON FRIDAY

PHONE 6-2174

1821 PORTAGE AVE.

SECTION NEWS

111 C&R MAINTENANCE

If VOXAIR has a roving reporter, the home of 111 C&R Maintenance and Servicing has not previously been honoured with his presence. Therefore, all you faithful readers of VOXAIR have been going without news about a section with the largest turn around of visiting aircraft of possibly any RCAF Station in existence. However, in future we will attempt to give an account of activities in and around No. 3 Hangar.

(Ed's Note: At last!)

One's first impressions upon arrival at any new place are formed by what he or she sees. Number 3 Hangar, the home of 111 C&R (Communications and Rescue) Flight is one of the old war-time type hangars. However, through considerable hard work, our personnel have done an excellent job of making 111 C&R presentable. The credit for landscaping around the section, of course, goes to the 111 C&R Instrument and Electrical section. Cpl. L. E. Brown, of the Electrical section, has masterminded and bulldozed the landscape into a thing of beauty during the summer. Come spring, the flowers will again be planted, making 3 Hangar a beauty spot of RCAF Station Winnipeg.

Due to Winnipeg's geographical location, we are blessed with visi-

tors from all directions. Every type of aircraft flown in this area sooner or later must visit 3 Hangar. Types ranging in size from the huge "Globemasters" down to the small 1-19 Cessnas are a familiar sight at 111.

Now, to introduce the activities and personalities of our Unit to Station Winnipeg and, of course, the rest of the world. In the recent trade board our Senior NCO's and Airmen batted a pretty good average. We lost one of our old-timers with the transfer of Cpl. Bob Florence to Camp Borden; from Borden we received AC1's Hewer, Moore, Hartlen and Harnett—also Cpl. Leveille, who came to us from 408 Sqdn, Rockcliffe. From beyond the big waters we welcome Cpl. Flo McVeigh to our Telecom section.

We would like to congratulate our recent newly-weds: LAC's Woodland, Mick and Kelly; also Cpl. McGuire, who was married to Cpl. "Babs" Babchuk, of 14 Trg. Grp. Congratulation to all!

See you next month with more from 3 Hangar.

ENTRY FROM EDUCATION SECTION

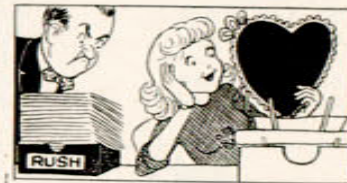
We welcome our new NCO i/c, Flight Sergeant Logan, to this section. We hope he will derive great

enjoyment from deciphering AFTC numbers and establishing what type of examination each trade board candidate should be writing. Your truly is transferring to Servicing Squadron, and will have to delve into E.O.'s again instead of AFAO's.

The next trade examination for airmen is Tuesday, 15 Apr., 1958. Trade Advancement classes and self-study groups should be in full swing now. Remember that a failure means the loss of quite a sum of money. A failure does not only affect the present grouping, but it also affects future groupings and seniorities.

The Group 4 exam will be held on the 22nd of May, and the Qualifying Examinations for Flight Sergeants and Corporals are scheduled for the 28th and 29th of May. CAP 488s and QRs (Air) are available at the Station Library for anyone who wishes to begin studying. There will be a supplement to CAP 488 containing the required AFAO available, about April 1st.

FS NELSON



ASSINIBOINE HOTEL

Portage at Albany
WINNIPEG, MAN.

Phone 6-2371

Manitoba's Finest Suburban Hotel
AIR-CONDITIONED
FREE PARKING

APPLIED RADIO NEWS

Howdy strangers! (Well—we are in the west you know!) This is your old friend Waldo again with his typewriter and two fingers ready to let you in on the latest of doings over here on the "Old Time." Since I use the biblical method of typing — (that's the "Eek and Ye Shall Find" technique made so popular by the recent lack of typists in the world), I find that I usually require two months to get my column out. Last time I tried to get one out was in January, "Writ by Hand," but the more polished and elevated levels of the publication sent my effort back with a beautifully engraved comment sheet, using HB Pencil Office Class "C," and Paper Manilla "C." On this obviously impressive and somewhat overpowering document was written the following inscription: *Use a typewriter and double space EVERYTHING.* It immediately became apparent that if I was to survive the maelstrom of journalistic criticism I would have to use more ingenious means of trying to get my news printed in this august and sensitive journal. This column is by any chance printed, it will be because I have written it on Paper, Bond, Personal, and used a Typewriter, Old, Rented. Oh me! The price of greatness is high, isn't it?

ED. NOTE: A little more space in the margins, too, please.

The section rolls along in an

ever-decreasing circular method, and of course we try, with true spirit for the unusual, to do our jobs without becoming involved in the vortex of despondent and unstrung souls found in the wastebasket of time. To be truthful, the only despondent types to be found are the ones who curled a 3-foot-wide game the night before, or bowled three consecutive 64's despite a 30-pin handicap. (You can see that I am slyly leading into something—maybe even a punch in the nose with a well-loaded R211.) In any case the major activities in the extra-curricular line seem to be the usual sporting endeavours at the rink or alleys. By now all the sore muscles have healed, and pretty well everyone is happily hurling large granite missiles down the ice or rolling those big plastic "Sputniks" down the alleys. Keeps us from developing that "Teardrop" shape so common to those who fly desks and preces most of the time.

POSTINGS (HA-HAH)—

Not many—as a matter of fact, none. But, then, this is a poor time of year for moving anyway. Rumour and possibly fact has it that we shall be getting some new staffers. Of course, some of our "Three-years-and-longer club" are speculating as to the possibilities of a move, but until something pops, "No Comment." Oh yes—Sorry to report that a fine guy is leaving

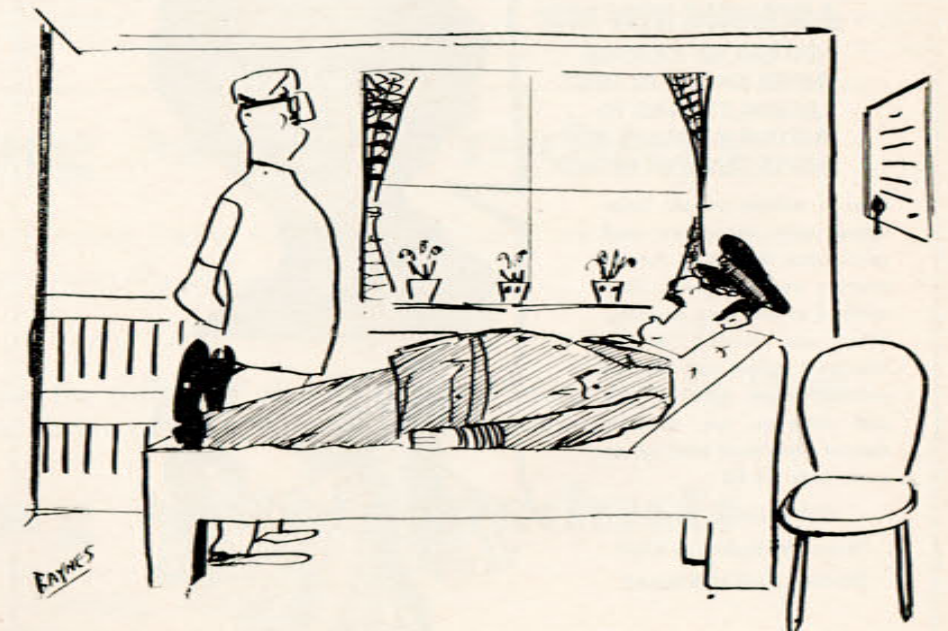
the service. Arch Sillars is departing soon for the "Texas of Canada" and new fields of conquest. Best of everything, Arch, and give my regards to old VR.

Some of the chaps are at the present time struggling with their studies for Promotion exams. I saw Chitra and The Bullet arguing about who was the president of Lower Slobovia, so I guess there are two guys who'll make A plus in Current Affairs. By the time this is published the exams will be over but, I'm sure, not forgotten. Good luck to all who are attempting them; of course, in 15 or 20 years you no doubt will see the results bear fruit when you get promoted. (Bags of prog pay, though!)

F/L Fred Pearson has departed from the school on a new assignment over at Exam Centre, and of course the phone over to his new spot in the sun will be hot with use every time we hit a snag on the finer points of EE. I got a desk out of it, though! Now I can put my Playboy calendar on a suitable base! A dime a peek, men.

F/O "Holly" Hollingsworth has also departed for the wilds of Analysis. To replace him, and to round out the OT staff, we have obtained the services of F/O's Harry Matties and Danny Cooper. Welcome men, and happy demerits to you both.

F/L Jack Hoult from London, Ont., and PSU (O), spent a brief



"People say I'm too rank-conscious—I said 'At Ease!' not 'Stand Easy,' Doctor."

SEASON'S GREETINGS TO OUR CUSTOMERS

When you want to save on Foods

ALL YOU NEED TO REMEMBER IS

SAFeway

Your St. James Safeway is located at Portage Ave. and Ferry Road

refresher period with us; never was so surprised as I was to see his cheerful face after last seeing him in Clinton at the old AROS trying to pound equipment into the heads of my contemporaries and myself. Nice to see you Jack and the best of everything in your MAC tour.

As I write this the Station Drama Club is working hard at their new production. It goes sometime in February and, if past performance is any measure, a very fine production should be in the offing. Watch other parts of this magazine and DRO's, etc., for dates and times. Good entertainment and fine performances by a great bunch of people.

Congratulations to all the boys who made the PC list—and before I forget, a welcome to F/L Archie Tompkins who will be the Theory wiz-kid around here for a while. Also, I understand that Arch is a bit of a linguist, so anyone with a Wine list in Russian that would like to have a translation made—call 278. In case you wondered what the *beep-beep* from the "Muttnik" meant, Arch says it was simply *Bow-wow* in code.

Until next time CU, ZKJ2.

by "WALDO"

SAFETY EQUIPMENT

Now that the holiday season is 'way behind us, you'll find that folks are more or less settling down to a closer daily routine. This certainly applies to the SE section in 16 hangar. 1957 was a good year for us, but we were anxious to welcome 1958, and we did, with a real "BANG." A lot of boys and girls here were rather sorry they celebrated so heavily when the morning of Jan. first hit, and I mean "HIT." But, who are we to question an old New Year's Eve ritual?

'58 brought favorable tidings for our LAW Peggy Lavoie. She finally got that long-awaited transfer. We hated to see her go, but No. 4 Fighter Wing (France) was calling. All the best of luck to her; we certainly wish we were in her boots.

Since my last SE "scandal sheet," new arrivals have signed into the section. They are Sgt. "Robbie" Robinson, formerly from Centralia, Ontario, and AC1 "Rex" Powell, straight off course from Aylmer, Ontario, and right back to his home town. Hope you stay with us a long long time, fellas. Winnipeg is a good station, take my word for it!

Congratulations are in order to

GOLDIN & COMPANY LIMITED

WHOLESALE SMALLWARES

and

DON PELL'S (MAN.) LIMITED

WHOLESALE TOBACCOS

190 Princess Street,

WINNIPEG

... urge you to read VOXAIR regularly.

LAC and Mrs. "Tommy" Zanzow. On January fifth a 6-lb., 1-oz. baby girl arrived in all her glory. Talk about a proud papa!

Our big "Papa," WO2 "Larry" Goulet, has deserted us for a period of time to get some further gen on an advanced WO2 course down East. In his absence, our beloved Sgt. "Hughie" Kumpula has taken the helm and is steering a clear course in the section.

Our "Almost" all-girl bowling league has been making terrific progress of late. To date, we stand at 32 points, although I must admit that 14 of these were gained rather foxily. How, you ask? Because for two weeks in a row our opponents failed to put in an appearance. "Horray for our side!"

Another horray for the five of us who wrote the last trade board and the five of us who passed it. Such a bright group! LAC "Connie" Grondin won the honours of having the third highest mark of all the group-two SE Techs in the service. A nice feather in your cap, Connie.

By the way, our LAC Grondin spent his Christmas and New Year's holidays in Deer Lodge Hospital. A very sick boy, they tell me. He's home on leave now, and I hope his recovery will be a swif one. Maybe "Moose head" will do the trick! Also in the hospital is LAC J. F. McDonald. His legs were operated on a short while back but he is now on the mend, and just itching to get back to work.

FOR QUALITY PRINTING CALL

Wallingford Press Ltd.

PRINTERS AND LITHOGRAPHERS

303 Kennedy Street
WINNIPEG 2, MANITOBA
Phone WH 2-6488

Can't think of any more news to pass along, so I'll just wrap this up for another issue when I hope you'll be on the lookout for us again.

by LAW JOAN HILL

TARMAC TALES

"Hey Ma! Here's that man ain!!!"

You said it sonny, it's that man I'm servicing back to bend your ear with some choice tid-bits from that ever loving Servicing Squadron where men are men and women are so—scarce.

Now that the dust has settled after all the hustle and bustle of our recent move we find that both Dakota and Expeditor Servicing are dispensing their services at the

new stand with all the vim and vitality of yore. Some innovations and improvements have been incorporated in the new set-up which bid well to increasing the efficiency of the sections considerably.

There were a lot of happy faces around the hangars when the results of the trade board were published. To those who made the grade we offer our congratulations on a good effort. We are particularly pleased to congratulate LAC C. Peterson, from Dakota Servicing, who was rated second highest in the RCAF for those AETechs writing for their group 3; his mark of 87% is a real achievement. For those who did not make it, better luck next time—and *keep plugging*.

Speaking of achievements, that stork has been at it again; we have been informed by our agents that congratulations are in order to Cpl. "Slim" Hudson, LAC "Milt" Belbeck and to LAC "Farry" Paquette, all of Dakota Servicing.

It looks like the single fellows are gradually breaking down as there is another one, LAC "Bill" Munden, joining the ranks of the engaged couples. Congratulations, "Bill."

The gang in Dakota Servicing wish a fond farewell to Cpls. "Roy" Deveau, "Ron" Merriam, "Shorty" Moors, "Herb" Stubbs, and "Carl" Ulrick who recently left for greener pastures. Its been swell working with you fellows; come back and chat awhile sometime. The coffee is still the same price.

Besides the "Chiefs" a few of the "Indians" are also leaving, and we extend best wishes to LACs

Sharples, Long, McKay, Leonard and Martin in their new jobs.

With all these transfers out there must be some new blood in the organization, and so we welcome Sgts. Eric Bagnall and Ken Murphy, LACs Buchan, Gilmore, Parsons, Greenan and McMahon into the fold. We hope your stay in Dakota Servicing will be a pleasant and rewarding experience.

The leave situation in Expeditor Servicing is on the upswing as the fiscal year draws to a close. A lot of eager aspirants are appearing in the office with a leave application clutched in their hot little hands these days—which reminds me: Where did I put that leave application? Among the lucky lads are Cpl. Galbraith, LAC Oram and LAC Patterson, who will soon be living it up. Have a good leave, fellows!

If anyone in Servicing Squadron knows the whereabouts of a dozen assorted sk hooks, please get in touch with Cpl. Carswell in Expeditor Servicing. He has been looking for a place to hang a few Expeditors—especially after the detail has been cancelled.

Expeditor Servicing will soon welcome the addition of Sgt. R. Horner and Cpl. C. A. Topp to its exclusive membership, and at the same time will be losing our Cpl. Kostelnik to Mitchell Repair. We wish him all the best in his new home.

The gang in Expeditor Servicing are to be commended on the speed in which they have established themselves in their new home. Sgt.

I TEACH THE RUMBA A STRANGE NEW WAY YOU CAN GO DANCING AFTER YOUR VERY FIRST LESSON, THANKS TO ARTHUR MURRAY'S NEW FASTER TEACHING METHOD

Over a million people have found new popularity and confidence thanks to Arthur Murray and his Magic Step method of teaching dancing. Why not visit Arthur Murray's today and see for yourself how quickly you can become an assured dancer. Full-hour trial lesson costs only \$1.00.

400 Portage Ave.
Phone WHitchall 2-5294
Studios Air-Conditioned



Winnipeg Motor Products

In 4 years the largest Buick-Pontiac Dealer in Western Canada announce the opening of WMP USED CAR SUPERMARKET No. 2.

Portage Avenue at Ferry Road St. James, Man. Phone 6-1345

Bring this ad with you. On the purchase of a guaranteed car, it is worth \$50.00 towards the Purchase Price, Gasoline or Accessories.

Winnipeg Motor Products

"Growing with St. James"

Buck, the ol' maestro, has been a busy lad with his powersaw, and the old hangar is beginning to look like home again.

We will soon welcome the Group Commander, Air Commodore H. H. C. Rutledge, into our new home, as he will be flying from 2 Hangar for a few weeks.

The word from our fellow thespians in Mitchell Servicing has it that they too are in the midst of a large personnel turnover. We hope they are checking out the new boys rather carefully. We can't have just anybody in Servicing, you know. Remember our Motto: "If he's from Servicing, you can be sure."

Among those destined to leave the section for greener pastures are Sgt. "Evil" Smith, who joins Research, and Sgt. Gill Hays, who will operate from Mitchell Repair. They will be replaced by Sgt. Day and Sgt. Preston from 16 Hangar. We wish them all the best of luck in

their new posts.

Mitchell Servicing will also be sorry to lose Cpl. "Willie" Carnahan, LAC's Gordie Keith, Bob "Yak Yak" Haines and Mike Bourrie to Repair. In their place we welcome Cpl. McIsaac, LAC's Kiss and MacDonald.

A late flash tells us that LAC Thibault has decided not to lend his new car anymore. One bump is enough, he says.

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

FS J. B. REARDON, 2 HGR.

"THE CROWBAR HOTEL"

Now that the inevitable confusion resulting from the transfer of the guard house and staff from Sharpe Blvd. to Whytefold Road is abating, traffic is once more passing smoothly in and out of the station.

From the security angle it is definitely a great improvement; secur-

ity being number-one priority, the moans must go unheeded. (Even the few "boarders" we have from time to time agree that the asphalt tiles are much easier to keep clean than linoleum.)

Leaving the guard house on 24th January, 1958, were LAC's POTTER and HODGINS, who leave for TTS Aylmer on course. With the departure the English element in the guard house is reduced to a mere six. However, Cpl. "Paddy" HUTCHINSON returns from Aylmer in March; hence—if we dare call "Paddy" an Englishman—there will be seven "Limeys" on strength.

Also leaving for Aylmer on a Senior NCO's Refresher Course is Sgt. "Mac" McCABE. He left on 3rd February, 1958, for a month.

Returning at the end of January was the i/c, WO HODGE, after a leave in "Blighty." Being a "Limey," the writer has no doubt that WO HODGE will be glad to get back to Winnipeg—as far as the weather is concerned, anyway, for it's sure damp and cold at this time of the year.

It is well known that Sgt. "Bill" KIRKPATRICK is an expert shot with pistol and rifle. Also a crack shot is that little fella Cupid, apparently he has scored a "bullseye" too, for we understand that wedding bells rang on 8th February, 1958. I'm sure everyone wishes "Bill" and his bride well.

If readers have remarked on the fact that the doors and windows of the new guard house have been wide open recently it is offered in explanation that it is to allow for the several chests which are being thrust out since the results of the recent trade board have been made known. A 100% pass was achieved at the guard house, this high standard having been maintained for some time past now. It is interesting to note that in the April '57 board LAC (now Cpl.) "Ron" OSBORNE obtained the highest marks in his trade in the RCAF. This time Cpl. "Ernie" MUNRO achieved the same distinction, he and one other AFP obtaining the highest marks in the RCAF in that trade. An interesting fact is that both these AFP's were honour students on their respective courses at Aylmer. As we have one more honour student—LAC "Reg" BOREHAM—to write his Group 3, we are waiting with interest to see if he, too, can pull it off. CPL. T. H. DARLING

STATION WINNIPEG OFFICERS' WIVES CLUB

The RCAF Winnipeg Officers' Wives Club continues to function as an active organization interested in Station and civic affairs. During the holidays this group, along with the Protestant Ladies' Chapel Guild and the Roman Catholic Chapel Guild, assisted in filling several hundred packages given at the Station children's Christmas party. The OWC also collected a huge amount of clothing for the Unitarian Service Committee's overseas project. A letter of thanks was read by the Club's welfare chairman, Mrs. A. J. Hardy, at a recent meeting. It called particular attention to the fact that many of the baby clothes donated will go into layettes for tiny babies the world over who have no clothing at all. The Club will continue to collect clothes for this worthwhile project. A cheque was also sent to the Christmas Cheer Board here in Winnipeg to aid the city's needy.

The Officers' Wives Club meets the first Tuesday of each month in the Officers' Mess. A dinner meeting is held every other month, and speakers from this area are invited to lecture on subjects ranging from the latest hair styles.

A young lad in India looks upon the ladies of the Club as his "mothers." The boy was adopted a year ago. Various Club members write to him each month, and gifts are sent at Christmas time and on his birthday.

All officers' wives are welcome to attend the Club meetings and participate in its activities. Mrs. R. C. M. Bayliss is president of the group.



"Trouble is, everybody's going over my head!"

SOLUTION TO CROSSWORD PUZZLE ON PAGE 33

ACROSS		DOWN	
1. Lied	33. Sleeper	1. List	29. Sea
2. Internal	35. Yearned	3. Evacuate	31. Get
5. Imp	39. Retaped	4. Dem	32. Ted
8. Crews	41. Aero	5. Items	34. Per
13. Investor	42. Timer	6. Mode	36. Negative
15. Ribald	45. Sad	7. Prelude	37. Erasures
17. Stompede	46. Cigar	8. Crate	38. Dor
18. Ambler	47. Anas	9. Rims	40. Pandora
19. Tec	48. Pen	10. Ebb	42. Tabor
20. Omiclets	49. Lanos	11. Wallop	43. Inured
22. Lei	50. Bud	12. Sleeve	44. Madame
23. Rusts	51. Muddied	14. Spots	46. Cadre
25. Use	53. Tun	16. Driver	48. Purse
26. Move	55. Orator	21. Essayed	49. Leech
27. Snaps	57. Overtire	24. Spheres	51. Moss
28. Ads	59. Remiss	26. Murrain	52. Ives
29. Super	60. Receiver	27. SOS	54. Nero
30. Oath	61. Dense	28. Arrased	56. Tin
31. Greater	62. Ash		58. Tip
	63. Peso		

ADVENTURES OF POP!



"WITH A SUN LIFE POLICY, NOBODY WORRIES!"

Protect YOUR family, too, with a SUN LIFE policy!

DONALD A. DICK — SAM DIAMOND, Representatives

Sun Life of Canada 930 Portage Avenue
Phone SPruce 5-4556

FOR ANY MOORE'S SERVICE

PHONE WH 2-3366

We're PROUD of our record!

SAFE DRIVING



BUSES-TAXIS-LIMOUSINES-U-DRIVE

DOWNTOWN — OPPOSITE EATONS

Corner DONALD at GRAHAM — WINNIPEG

GRADUATION CLASS 5615 LR



5615 LR

Standing l to r: P/O A. D. Turner, P/O A. R. Carter, P/O A. Deighton, P/O D. J. Myers, P/O B. T. Coles, P/O E. P. Kendall, P/O R. C. Swaine, P/O A. B. Tyler.
Seated l to r: F/C L. R. Friedel, P/O Woodruff, P/O J. C. McMemic, F/O A. E. Ames (Course Director), P/O L. R. Hawkins, P/O P. R. Ellington, F/C W. D. Watt.

GRADUATION CLASS 5701 AI 5616 LR



COURSES 5616 (LR) and 5701 (AI)

Standing Rear, l to r: 2/Lt. S. Bernabei (AI), F/C H. D. Lowry (LR), P/O W. D. Thomas (LR), P/O J. J. Richardson (LR), F/C R. L. Gillet (AI), P/O M. J. Covill (LR), P/O P. J. Phillips (LR), F/C D. W. Mepham (AI), P/O M. J. Rigby (LR), P/O G. M. Richards (LR), P/O B. J. Thomas (LR), F/C J. L. Bouret (AI), F/C B. A. Fiasza (AI).
Seated, l to r: F/O G. Davies (AI), F/C D. Rogers (AI), S/L J. F. Corrigan, DFC, CD, (AI), F/L R. K. Wilson (AI), P/O W. M. Watkins (LR), F/O R. V. Evans (LR).
Standing in front of dias: F/O M. J. Watts (LR), P/O D. S. Boyle (LR).

BURRIN REALTY and INSURANCE

◆
General Insurance
Life Insurance
Sickness and Accident
Insurance
Medical Insurance
◆

PHONE ED 1-1952
497 Burrin Ave.
West Kildonan

GRADUATION OF COURSES 5616 (LR) & 5701 (AI)

For twenty-one aircrew trainees of the RCAF, RAF and Italian Air Force, January 24, 1958 was the long-awaited Graduation Day. The graduates were members of courses 5616 (LR) and 5701 (AI). For graduating cadets, the wings presentation climaxed an arduous year of aircrew training here at RCAF Station Winnipeg.

As in the past, the graduation ceremony was held in the drill hall on the east site. Preceding the wings presentation was a colourful precision-display of ceremonial drill culminating in the impressive "V" formation carried out by aircrew trainees under the command of Pilot Officer C. R. Endersby.

The Commanding Officer of RCAF Station Winnipeg, Group Captain G. F. Jacobson, DFC, CD, presented the graduates with their wings. After the wings presentation Group Captain Jacobson presented the top student of each course with his honour scroll. This distinction went to Pilot Officer W. M. Watkins (LR) and F/C D. Rogers (AI).

Immediately after the presentation ceremony the graduating class was addressed by Group Captain Jacobson and F/L E. H. Christmas, Protestant Chaplain.

A march-past and an advance in review order of the assembled parade concluded the wings ceremony.

Coast-to-Coast Address of
These Noted Canadian Brands



Canadian shoppers right across the country know Quality Street at Eaton's almost as well as they know the street they live on. These Canadian brands are guides to quality and value in all the merchandise they represent . . . subject to the scrutiny of our conscientious Research Bureau for quality . . . and the approval of our Comparison Office for value. Look for these brands on Quality Street . . . only at EATON'S.

Babyfair	EATON'S	Acme	Lady Fair	Braemore	TRULINE
Rencown	optina	TECO	Cottage Sweets	Commander	SOLAR
bellefair	La Reine	BULLDOG	Glider	Mountie	Bonnie Brae