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NOVEMBER, 1958

PRICE 10c

Volume 7 No. 11



An Airforce Newsmagazine



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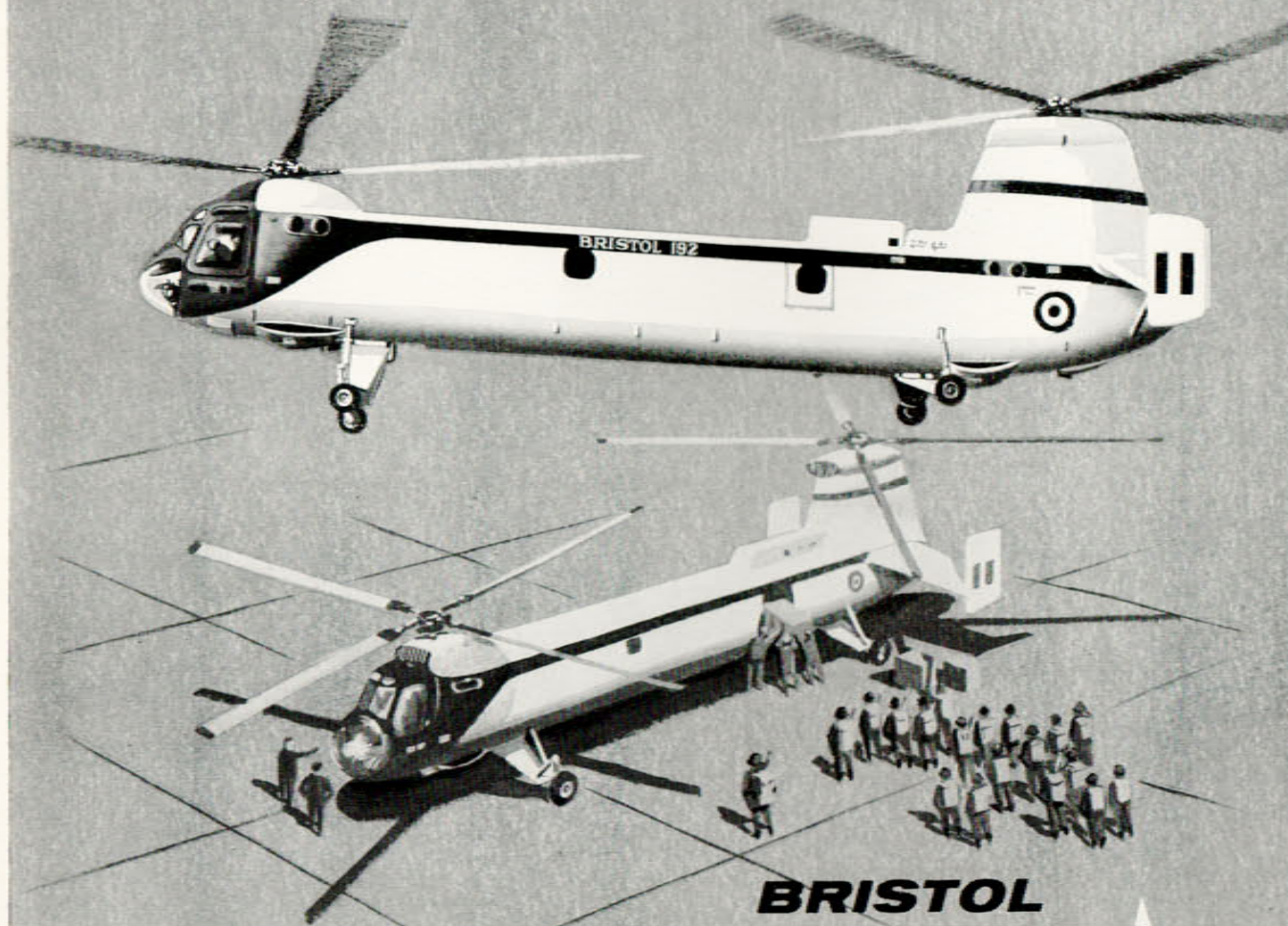
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AN AIRFORCE NEWSMAGAZINE

VOLUME 7, No. 11

NOVEMBER, 1958

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Letters to the Editor

Training Command Headquarters,
R.C.A.F. Station,
Trenton, Ont.

Dear Sir:-

I noticed in your September issue of the Voxair, you show a picture of G/C Jacobsen holding a Ventriloquist Figure on his knee.

Being a ventriloquist for some years myself, I would like to know if the "Figure" belonged to the Group Captain, or if you have a member of your Station who is a Ventriloquist.

If it should be the latter, I wonder if you would mind letting me have his name so that I may correspond with him in the future.

I would like to mention at this time that I always followed the Voxair with great interest, as I was Editor of RCAF Station Centralia's Cornet for some time before being transferred to Trenton, and can well appreciate the work involved in the publishing of your magazine.

Trusting the request for the above information will not inconvenience you too much.

I remain,

Sincerely,

Frank E. Hockaday

ED. NOTE: Bobby Swartz is the owner. We have mailed his name and address to Sgt. Hockaday.

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EDITORIAL CORNER

Unwritten Education

Recruiting posters often stress the educational advantages of a Service career,—the technical training, the ability to organize, and the opportunity to advance one's knowledge in a multitude of fields. They seldom mention another competence which Service life develops,—the ability to get along with others.

Though most of us take this quality for granted, it would be fair to say that not all of us possessed it fully when we first walked into Recruiting Depot. In our civilian occupations we may have learned to adjust to the circle in which we lived and worked. But in many cases we had not been tested in our ability to adjust to rapidly changing groups and places.

From his first day in the Service, when he meets his fellow-recruits, gathered from far-flung places and occupations, the recruit begins to learn this ability. While he may have co-operated successfully with his fellow-workers on the job and off, he was not thrown into the close contact with them, demanded by barrack life. The recruit continues to learn, throughout his training, how to co-exist with new classmates and to adjust to different instructors. His mental processes are lifted from the rut and his horizons subtly widened.

After his training is completed, this unwritten education continues. By transfers he makes contact with new organizations and individuals. He soon learns that the world is full of different outlooks and approaches and that the world is better for that fact. Instead of working continuously for the same superiors, as is often the case in civilian jobs, he learns to work under different leaders with different concepts. And in time he becomes an individual who can function effectively anywhere, untroubled by changes of locale and personal relationships. Constantly stimulated by change, his mind can not easily become narrow or stagnant.

Some individuals, of course, do not benefit from this educational process. But they are a minority and having failed to learn, fall by the wayside soon. The vast majority learn quickly, often without knowing it,—conscious only of a realization that life seems a much more colourful and interesting affair than before. These are the graduates of the Service's unwritten training programme,—one as valuable as anything mentioned in the Recruiting posters.

COVER STORY

A distinguished group stands at the entrance of the newly dedicated Mawdesley Hall, just after the unveiling ceremony on 7th October 1958. They are, left to right: S/L D. R. Pearce, EA to AOC TC; W/C R. F. Milne, DFC CD, from CJS Washington; A/V/M G. F. Lang, RAF (Ret); G/C J. F. Mitchell, DFC AFC CD, CO RCAF Stn. Winnipeg; G/C F. J. Mawdesley, AFC (Ret), A/V/M J. G. Bryans, CBE CD, AOC Training Command; G/C E. B. Hale, DFC CD, Chief Staff Officer at 14 Trng. Group HQ, Winnipeg.

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MAWDESLEY



GROUP CAPTAIN MAWDESLEY UNVEILING PLAQUE
G/C Mawdesley unveils the plaque. Assisting is F/L EM Garrett of the AOS staff.

HALL

ON 7 Oct., 1958, Group Captain F. J. Mawdesley, AFC (retired), unveiled a plaque to officially name the Observer ground instructional building at RCAF Station Winnipeg, "Mawdesley Hall."

The name, Mawdesley Hall, was chosen to commemorate G/C Mawdesley's contributions to the RCAF, and in particular his contribution to the navigation field.

G/C Mawdesley was born at Tyrone, Ireland in 1891 and was educated in England at Beaconsfield College, Plymouth, and Rossall, Lancashire.

He came to Canada in 1914, and shortly after the outbreak of war, enlisted in the Artillery at Niagara Falls, Ont. as a gunner. Two years later he transferred to the Royal Canadian Engineers and in 1918 became an observer in the Royal Flying Corps, being attached to the 49th Day Bombing Squadron. Before returning to Canada after the war he took a pilot's course and also a wireless course in the Royal Air Force.

On returning to Canada he joined the Canadian Air Force in 1921, and was appointed adjutant at Camp Borden, later taking a pilot's course at that station and a sea plane training course at Vancouver, British Columbia.

In 1926, he was sent to the Air Pilotage school, Calshot, Hampshire, after which he returned to Canada and was appointed to Command the RCAF Station at Cormarant, Manitoba.

In December 1929, G/C Mawdesley was appointed Superintendent of Operations for the RCAF at Air Force Headquarters in Ottawa.

In 1930, he flew over fifteen thousand miles above Arctic ice floes and through the North West Territories, taking photographs from which strip maps were prepared for the benefit of commercial aircraft operators and geologists.

In the latter part of 1931 he returned to Camp Borden as Officer Commanding the Air Navigation School. Two years later he was sent on exchange

with the Royal Air Force, where he joined No. 210 Flying boat squadron. During this tour of exchange duty he flew a Singapore flying boat on a flight that took him south to the Equator and north again to Hong Kong, with many stop overs such as Rangoon and Singapore.

In May 1935, he was posted to the RCAF Station at Vancouver and from here he surveyed all the harbours, lakes and inlets up the British Columbia coast.

G/C Mawdesley then took command of the air navigation and seaplane school in Trenton and in 1938 went to Halifax as an instructor on Super Marine "Stranraer" flying boats. In April 1939, he returned to Trenton in the same capacity as before, and in July flew two Stranraers out to Vancouver, where he was appointed to Command the bomber reconnaissance squadron operating from that station.

With a wealth of experience in Canada and other parts of the world, he next undertook the responsibility of training officers to take over administrative positions on the various stations being established under the British Commonwealth Air Training Plan.

During the remaining war years, G/C Mawdesley served in Canada and in 1945 retired from the RCAF, on completion of more than twenty years service. He is at present on the staff of The United Nations in New York, U.S.A.

Prior to the dedication ceremony, the guest of honour G/C Mawdesley, accompanied by the Air Officer Commanding Training Command, A/V/M J. Bryans, CBE, CD, A/V/M G. F. Lang (RAF) retired and other special guests, who had been associated in the past with G/C Mawdesley, attended a dinner given by G/C J. F. Mitchell, DFC, AFC, CD, Commanding Officer RCAF Station Winnipeg.

After unveiling the plaque, which is on the south entrance to the building, G/C Mawdesley was taken



G/C Mitchell extends a congratulatory handshake to G/C Mawdesley after the unveiling.

on a tour of the building. The tour was of particular interest to G/C Mawdesley as he was able to view some of the advances which have been made in the observer field since his retirement in 1945.

Originally opened in the fall of 1953, Mawdesley Hall has since been used in the training of both NATO and RCAF observers. A three storey building, Mawdesley Hall is equipped with training versions of the many types of equipment used in the three prong observer trade of today. Prior to this summer, the building due to space limitations was used solely for the basic observer course and the applied navigation course. However, with the cessation of NATO Training in Canada, additional space became available and the building now houses all phases of Observer training carried out at Winnipeg.

This includes the basic observer course, applied navigation, applied radio, airborne interception, and the post graduate courses offered by the Central Navigation School.

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DISPLAY AT QUARD HOUSE
 A miniature building was constructed by the Fire Section and was placed at the main entrance to RCAF Station, Winnipeg, Manitoba. An electric water pump supplied water continually to the nozzle of the fire hose from a tank inside the house. Smoke bombs were periodically placed inside the building to give the public a realistic impression of a burning building.



FLOATS and FLAMES

By J. B. JOLY

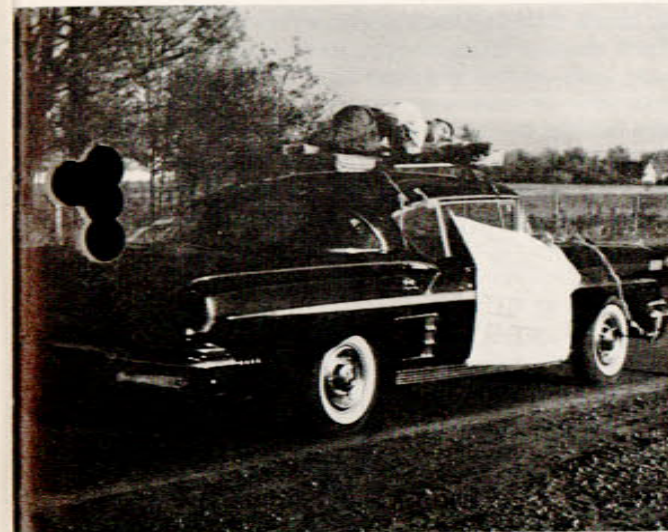
FIRE Prevention Week at Station Winnipeg is over for another year, this year's efforts resulting in several novel ideas, all aimed at emphasizing the dangers of fire to everyone and also pointing out that "every week is Fire Prevention Week."

On Sunday, October 5th, the beginning of Fire

Prevention Week, the Chaplains were requested to bring to the attention of their congregations the dangers and evil potentialities of fires, also the Fire Hall kept an open house and all were welcome, during the week.

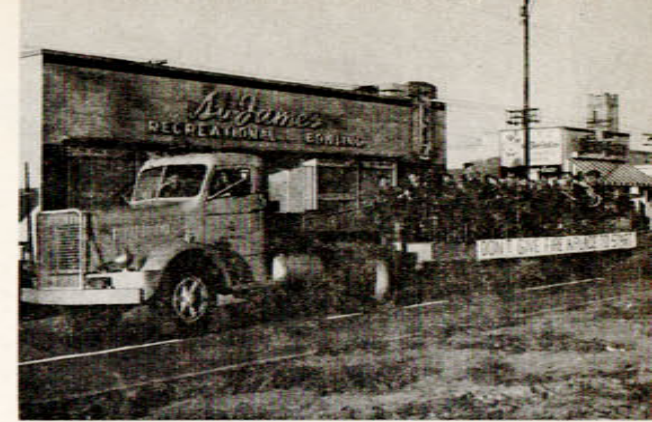
On Monday, October 6th, the culmination of weeks

of work came to a head, that is to say our parade. Fire Hall personnel, in conjunction with numerous Station personnel, worked for nearly two months preparing floats, painting slogans and organizing the parade. The City of St. James were more than cooperative in helping us to plan the parade route, also in supplying a 1935 model fire truck. Our thanks are also extended to the City of Winnipeg, who supplied us with their Fire Chief's car and a ladder truck. The Department of Transport loaned their crash jeep, which was quite an eye-catcher. The RCAF Fire Department had their newest piece of fire-fighting equipment, the G19 Crash Truck. Also a cavalcade of Convertibles were loaned by RCAF personnel and residents of St. James. These convertibles carried the Station Fire Chief and St. James Deputy Chief, our own Miss Fire Prevention Week, our Teen King and Queen, Teen Prince and Princess, 1957-58 Junior Fire Marshall and Sparky the Fire Dog. For the loan of these cars, we express our sincere gratitude. A semi-trailer was used for carrying the Station Band which played appropriate music over the parade route. Numerous floats were constructed depicting



Careless Type rides high

different hazards and banners were installed on the majority of the vehicles. The parade marshalled at the Fire Hall at 1100 hours and proceeded on its way on schedule, at 1630 hrs. One of our main sorrows was, our inability to use the young majorettes to best effect, but due to the speed and distance, it would have been too tiresome for the youngsters to walk. Instead, they rode a float and it seemed they enjoyed this much better than walking. The parade itself proceeded from the Fire Hall to the old site, down Sharpe Blvd., to Ness Ave., along Ness to Moorgate and Conway Sts., back to Ness Ave. to Hampton and down Hampton to Portage Ave., and along Portage to Whytewold and a tour through the new Rental Units and thence back to the Fire Hall.



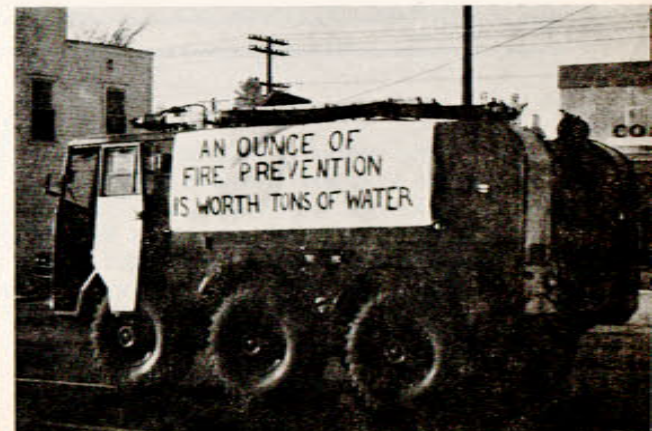
The Station Band supplied the musical entertainment during the parade.

Throughout the course of the week all sections on the Station were inspected to determine the section having the greatest fire-awareness. Mitchell servicing in No. 4 hangar won this Trophy.

As a final gesture to impress the personnel, the Old Drill Hall was decorated with Fire Prevention banners and slogans and a Fireman's Ball was held on Saturday, October 11th. This Ball, completely organized by the Fire Section Personnel and their wives, proved to be a complete success. In attendance was the Commanding Officer, the Group Fire Marshall, representatives from the City of Winnipeg and the City of St. James Fire Departments. During the course of the evening Miss Fire Prevention Week was crowned and presented with a gift certificate. FS Fisher-Smith accepted the Trophy won by No. 4 Hangar.

In all, Fire Prevention Week proved a great success and our efforts will be rewarded if only one person benefits from them. A Fire-Free Year is our aim, however, and it is this at which our sights were aimed. It would be also just if the National Fire Protection Associations award for DND establishments, reposed in our trophy case through the coming year as a tangible reminder of our aims, and as a reminder that we must be fire conscious, not only during Fire Prevention Week, but throughout the entire year.

The RCAF G 19 Crash Truck



HUNTING and



FISHING

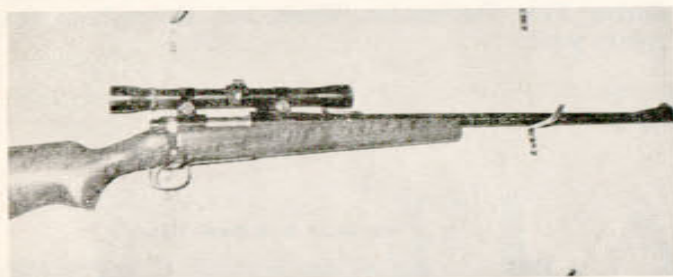


... with Joby

NO doubt some of the chaps will be laughing up their sleeves while reading this and thinking, "there he is talking about going deer hunting and I already have mine in the freezer." Well all I can say is, nice going chaps because I have walked for a week sometimes before being able to bring home the venison for the pot.

The early season, as I mentioned in my September article, started Nov. 17th, so by now some of the boys no doubt will be all done for this year.

It is rather nice to be able to go out and knock over your buck on the first day, but I think it sort of takes the fun out of it also. I rather look forward to a few days of hunting but if I connect the first morning then my fun is all over in a hurry. This is especially true if one saves some holidays for that time of the year. However, when one gets the chance, be it first day or last, the idea is to get that deer regardless.



A good scope equipped rifle makes for clean one shot kills on any size game.

After some snooping around the country I find to my surprise that the deer are not as scarce this fall as I had imagined they would be. The shooting pressure the last couple of years has resulted in a six day season in the south central part of the province but that is not the most heavily populated area anyway. The area lying to the west of number 10 high-

way gets the nod from most chaps and from all reports the deer are plentiful there again this year.

Regulations in this province require the hunter to wear either a suit of bright red or pure white. White of course has a slight advantage over the red because of the fact that it blends in with the snow, if we have snow, and makes the hunter a little harder for the deer to see. From my experience the hunter sure needs any breaks he can get because it always seems to me that the deer has more than his share.

Snow wise, the 1957 season was a complete flop. No snow at all and the hunters stood out like so many thumbs for miles. The deer made the most of it and after the first day the hunter who got his meat really worked for it.

A nice snowfall of about one inch is all that is required and makes for perfect tracking weather. Any more than that can be a hinderance. If the old timers are to be reckoned with, they call for a long and early winter this year with lots of snow so maybe we will be slogging through it up to our hips as we did three years ago.

Deer over one year old of either sex may be taken again this year. Like most hunters I like to get a nice set of antlers to talk about but as far as the eating qualities go, give me a fat doe or a little buck any day over the old granddaddy of the lot. A tender steak off a nice young deer makes for pretty nice eating.

More deer meat is lost by improper handling every fall than by any other cause. Most important of all is to get your deer dressed and cooled as soon as possible after shooting. After the dressing has been completed get the deer hanging if at all possible and if not, prop open the carcass with small sticks to let the air get through and cool it off. Meat spoils quickly in warm weather if not properly handled.

Deer season of course has its funny side as well as the hard climbing up hill and down dale that we usually do, even though we cannot convince our friends and wives that it is hard work.

One chap I know pulled a real stunt a few years

back. Seems as how he knocked a big buck down and went over to claim his prize. He was very proud of this particular animal as it was his first kill with his new scope equipped rifle. He carefully placed his rifle over the dead buck's antlers and stepped back with his camera to get evidence of the momentous occasion. About that time the "dead" buck suddenly came to life and took off for the bush on the run with the fellow in hot pursuit. Though he spent the latter part of a week looking, our now dejected hunter never found his prize rifle.

BE SURE YOUR DEER IS DEAD

Another chap I know very well almost got himself killed by a big buck that he had downed. Instead of using a bit of caution and approaching the animal from the back, this chap came in from the front to bleed him and was met by a wildly slashing hoof. Result was an arm cut open from the wrist to the elbow. He almost bled to death before his friends could get him to the hospital some 20 miles away. The sad part about this particular case was the fact that this chap had hunted deer for 30 years and had always been very careful about approaching one that was down. Just another case of getting careless. Although our whitetail is not known for its dangerous qualities they can get you into trouble if given the opportunity.

Many times when you shoot at a deer it is hard to tell if or where your bullet struck unless the animal drops right there. A couple of points to remember along this line. If the bullet strikes in the stomach area usually the deer will hump up his back and drop his head and tail. If hit in the lung area the front legs will sag, the animal possibly even falling and coughing several times. A lung hit will also show bright frothy blood. If the animal has been hit in the heart quite often it will take off like a bolt of lightning for a short distance before dropping dead.

One sure way to anchor a deer on the spot is a shoulder shot. They just don't do much running with a couple of broken shoulders. Therefore it is most important that the hunter knows exactly how his rifle shoots and can place his shots with accuracy. This cannot be done by taking the rifle out only during the hunting season. A good shot uses his rifle during the whole year and becomes familiar with all its little quirks. It pays off when you get that once-in-a-lifetime shot.

One important point I would like to stress here. Regardless of whether or not you think you hit your deer, go over and investigate where he was standing when you shot. Look for spots of blood, hair, and dug up ground possibly made from a stumbling hoof.



Manitoba produces many fine deer heads such as this one taken during the 1957 season.

Some hits almost seal themselves and all the bleeding is internal. In this case you might follow the tracks for some distance before finding spots of blood.

You owe that much to the deer and to yourself. You might have made a killing shot when you thought you missed entirely. I did that a couple of years back and would not have found my buck at all if one of the other chaps had not stumbled onto him a couple of hundred yards away.

THE SAFETY FACTOR

It is useless at this point to go into a long and detailed account about the proper use of rifles during your days in the field. It is to be assumed that we were each given a fair amount of brains and it is to be hoped that most of us make enough use of them to know that we must be especially careful during the hunting season.

The radio, TV, newspapers and game groups all over the country have been hammering home the safety factor while in the home or in the field with a gun. They are no play toy and should not be treated as such. You cannot mix alcohol and gasoline and get away with it and neither can you mix gun powder and alcohol and get away with it, a lot of fellows tried and now have a nice headstone to prove it.

I can only add my little bit to the already countless pleas for safety. If you don't know what it is DON'T SHOOT. It might be a man.

Roughly, we can expect to have three hunting fatalities during the big game season here in Manitoba.

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WINNIPEG

TV TALK

Edited by ERNIE CARRIER

TOMMY "NOT TOO" COMMON

Tommy Common, frequently seen by Winnipeg viewers, made his television debut in Pick the Stars in December 1955, where he won the show and went through to the semi-finals. This summer he toured throughout the Western Provinces with the Hames Sisters and the Red and Les Trio.



Common began his professional career at the age of 11 on CBC radio's Microphone Moppets, produced by Ian Reid, who is now Tommy's agent. Two other children on the show with him were Shirley Harmer and her sister, Betty. At the age of 12 he sang before 15,000 people at a Boy Scout show in Maple Leaf Gardens, Toronto.

He continued singing while in high school and also during the one year he spent at the University of Toronto studying Electrical Engineering. When he was 20, Tommy was hired as the featured singer at the Cedar Brae Golf and Country Club, near Toronto.

Late in 1954, he auditioned for Pick the Stars. CBC-TV producer Drew Crossman felt he was not ready yet and advised him to get a teacher. Common, who shys away

from teachers, bought a tape recorder instead, and through recording songs and playing them back, corrected some faults in diction which were holding him back.

Shortly afterwards he auditioned for Arthur Godfrey and was accepted. He won his first appearance and since then he has been called five times as a guest. In constant demand now, Common has appeared several times on Pick the Stars, Cross-Canada Hit Parade, and as a featured performer at Toronto night clubs. Last Easter he appeared at the Hotel Bermudiana in Bermuda for two weeks.

He was married three years ago to Doreen "Deeny" Stevens. They have a son, Jamie.



Joan Fairfax — CBC Cutie

3 LITTLE WORDS Marjorie, Jean, Norma

The Hames Sisters, three red-headed singing sisters from Toronto, have been attracting attention through their work in supper clubs, on a recent tour of Western Canada and on the CBC-TV show, Country Hoedown. They are Marjorie, 20, lead soprano; Jean, 19, second soprano; and Norma, 22, alto. The girls are also instrumen-

talists: Marjorie plays bass; Jean, vibes; and Norma, piano.

The sisters made their television debut on "Pick the Stars," winning



their show in March, 1955. This led to three return appearances, and three visits with Denny Vaughan on his summer show that year. It was there that they met their current manager, Art Snider, who persuaded them to develop their talents as instrumentalists as well as singers. That same year the Hames Sisters did club work in Montreal, Toronto, Buffalo and Rochester, and appeared on "Cross-Canada Hit Parade."

Music has been a Hames family affair for at least three generations. Their grandfather in Oxbow, Sask., led the town band, and his 10 children—seven boys and three girls—all played in it. Their father, Les Hames plays saxophone and clarinet. He and his orchestra were formerly heard on a Calgary radio station. Mrs. Hames taught her daughters to play the piano.

The girls began singing together at an early age, and won a contest on Rae Purdy's amateur show over radio station CFRB.

While attending high school, they continued working together, singing on Red Feather shows, and with

(Concluded on page 30)



AL. CHAMISH
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HOW TO TAKE BETTER PICTURES!

Photographing Animals

MANY photographers believe that the animal kingdom must have been created especially for their camera lenses. Animals are such captivating subjects. They are always doing something interesting or humorous. Even their facial expressions are photogenic and entertaining.

Good animal pictures are easy for photographers to take, too. It does not matter whether the animal is a lion behind bars in a zoo or a family pet playing in the yard. The secrets for getting good animal pictures apply in both situations.

An animal picture must tell a story to be a very good picture. That story could be obvious to the viewer of the picture—for instance, a picture of a kitten wound in ball of yarn tells an obvious story of an animal caught in humorous trouble. Birds splashing in a bird bath tell an obvious photographic story of animals behaving in a natural manner. Or that photographic animal story could be subtle—for in-

stance, a photograph of a puppy dog wistfully peeking from under a bed tells a subtle story of an animal hiding from punishment for something he did wrong.

In order to capture animals in action in a photograph, the photographer must be alert. If he is aiming his camera at a family pet, he can give a command and expect a certain amount of predictability to the animal's actions. But if he is planning to take a picture of a wild, untamed animal in a zoo, he has to be alert and ready for quick action. There are three tools to help the photographer take pictures of fast animal action with ease.

The first of these three tools for better animal pictures is flash equipment. Because modern flash equipment gives the photographer light when he wants and where he needs it, the photographer need not be concerned if the animal's action takes him away from strong lighting. Even if the animal strays into the deep shadows, flash equipment will provide the light necessary to take a good animal action picture.

The second of the tools is a fast shutter speed to stop fast animal action as far as the film and camera are concerned. When setting camera shutter speeds for animal photography, a setting of at least 1/100 of a second is necessary to get a good, sharp picture, and 1/200 of a second is better.

Finally, an extra-fast panchromatic film in the camera will give better results. Aside from catching fast action, an extra-fast panchromatic film will allow photographers to get excellent prints and negatives with superb enlargement possibilities. These new films—for example, Kodak's new Verichrome Pan roll film—make fast action animal pictures possible even with natural light in many instances, dependent, of course, on the specific lighting that exists in each situation.

All photos in this series courtesy the Baker Advertising Agency, Toronto.

Another point photographers should remember when taking animal pictures is that animals—like people—are easier to photograph if they are at ease and feel comfortable. Pets should be comfortably fed before pictures are taken of them and, if the weather

is hot, a nearby pan of cool water will make the pet feel better. Also, better animal pictures are possible if no strangers are present to upset the pet or disturb him. If the pet seems afraid of the camera at first, photographers can win his confidence by letting him smell the camera and get acquainted with it.

Another point to remember when taking animal pictures is that the resulting photograph will be more pleasing and interesting if the animal subject has something to do. If it is a family pet, a ball or a bone or some toy would suffice.

For better animal pictures, photographers get down to the animal's level to take the picture. This low camera angle not only gives a better picture of the animal and his face but gets closer to the action that is going on. A picture taken from the normal waist or eye-level position would quite probably show only the top of the animal's head. The exception to this rule would be applicable when photographing large animals, like giraffes or elephants at the zoo. In those situations, either a low camera angle silhouetting the animal against the sky or a camera on a step ladder level with the animal will produce interesting results.

Finally, there is only one thing better than an animal picture in the viewpoint of most animal photographers—and that is a picture of two animals to-



Children and pets go together—that no one will deny. So don't forget it when you're taking pictures. The two subjects compliment each other and help you to get a better picture of both animal and child.

gether, or maybe even more than two. In this circumstance, patience on the part of the photographer is most important. The best pictures of animals together are those that show them looking in the same direction or at least attracted by the same interest. And since animals are unpredictable, patience is necessary to get this desired effect.

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Contrasting background textures as well as color often adds to the effectiveness of a pet picture. Note here how the fluffy softness of the kitten fur is accentuated by the roughness of the wood and geometrical precision of the screen



Cpl. Mary Ball

PERSONALITIES



LAC RON CAWOOD

KNOWN to at least 2,254 owners of motor vehicles on this station as "that Kipper who issues station plates," LAC Cawood is in charge of registration of all motor vehicles. This is a task for which he is more than qualified having taken England's premier driving course, the advanced course of the Police college at Hendon.

Born in May, 1921 in London, England, Ron left school in 1938 and worked for a year prior to hostilities with a publicity film company in London. He volunteered for aircrew in 1940 and was selected air gunner before being sent to 7 AGS, South Wales where he stayed as Sgt. Instructor upon completion of his training. During the three years spent at this station he was selected for the Bomber Command soccer team and played in the Command Championship cup final against Technical Training Command. This game is well remembered, both for a tremendous score by the Tech. team and for the

fact that Ron's opponent on this occasion was the legendary Stan Matthews. Other players on this team were Eddie Hapgood, Lesley Compton and Stan Mortenson, all professional, first division players.

Leaving 7 AGS, by way of OTU at Silverstone, now the home of British motor racing, Ron met up with 208 Sqdn., with whom he served operationally until the end of the war. His time with this Squadron is the period of his most heart-rending experience, for his crew was the first to bring home POW's rescued during the advance through Italy. In his own words "we loaded that Lanc to the hilt and it was awful, those poor devils. Some of them had been held since Dunkirk, and it brought tears to our eyes just to look at them."

At the end of the war Warrant Officer Cawood was released and joined the Metropolitan Police with whom he served for ten years at "Y" Div. Wood Green. He spent the first three years on the beat and

then transferred to area cars, or cruisers as they are known here, driving these for seven years. Several prominent cases kept the routine from becoming overwhelming but promises of a brighter day brought CJS, London a new recruit. LAC Cawood arrived in Canada in 1956 and arrived in Winnipeg shortly afterwards from St. John's. He has spent all his time here with the exception of the three months spent on course at Aylmer.

It is not in the career field that one gets a true picture of Ron, however, but in the wider field of his hobbies. The main one, of course, is drama and in this regard he is well known at Station Winnipeg for his part in "The Man Who Came to Dinner" which he claims as his favourite role, and which he took over just three weeks from opening night. More recently he has been cast in the lead of "Visit to a Small Planet" and whilst any "out of this World" comments would be unappreciated we do feel that this was excellent casting. Ron became interested in drama at school and claims to have sung in every Gilbert and Sullivan light opera. During his tour with the RAF he was lucky enough to be associated with several West End actors and gained

(Concluded on page 30)

WO1 H. "MOOSE" BRENNAN

"IN June 1961" said WO1 Brennan, "I'll retire and obtain my pension from the RCAF. This will occur shortly after I get my B.A. degree from the University of Manitoba. And then I intend to spend a year of full-time study towards a teacher's degree."

Surprising?

Not to anyone who knows WO1 Brennan, a man of unusual energy and enterprise, who since his arrival in Winnipeg, last January has become one of the Station's best known and most popular personalities.

WO1 Brennan was born in Ottawa 40 years ago and joined the RCAF in 1937. His service career has been full of variety and he has served in many different capacities, from air technician ("my stomach just could not stand it. I was sick ten minutes after take-off") to ground maintenance. ("I was once accused of damaging RCAF property, namely myself, when I lost a little finger in a wind-driven generator") to sector control installations. From 1945 to 1951 he acquired experience in Supply, Recruiting, and Telecom (his trade) at different stations in the Maritime Provinces and at Clinton.

In 1951 he joined the staff of 1 R & CS at Clinton, Ontario, where he was School W.O. until his transfer

to Winnipeg. No one, who served at Clinton during "Moose's" tour, will have any difficulty remembering him. His hour-long indoctrination addresses to incoming courses which invariably began with a kindly "I hate you." (Twenty second pause). "Not personally of course. But collectively." and then went on to outline the pitfalls, the opportunities and the problems of the green-horns, were masterpieces which, if taped and transcribed, would make a perfect training manual in themselves.

At Clinton there were many airmen of tender years and short Service experience, and many of these were the offsprings of anxious parents to whom they would not write. When requests from the worried mothers for news of their long lost children arrived, "Moose" took the situation in hand. The negligent rookies were required to report once a week to his office, and



Cpl. Mary Ball

there and then write a letter home and mail it, in his presence. As a result WO1 Brennan had a large fan mail from grateful mothers across Canada.

A man of intense activity he was one of the original directors of the "Clinton Credit Union," an organization which now boasts a quarter of a million dollars in assets and 500 members in the Service.

For the past 2 years he has been working towards his B.A. One would imagine that this project in addition to his duties in Telecom Maintenance would take up all his time. Yet "Moose" still finds time to manage the Station Theatre, to keep his golf up to par and to carry out his duties as PMC of the Sgts' Mess. With his wife Olive and his son John, he lives at 544 Wardlaw Ave. When he leaves the Service in '61, it will be the RCAF's loss and the teaching profession's gain.

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Susie finds Cold Lake a most pleasant spot because she loves water skiing. Susie's vital statistics are as follows, 20 years old, has light brown hair, blue eyes and in the other departments, measures 36" - 26" - 36".

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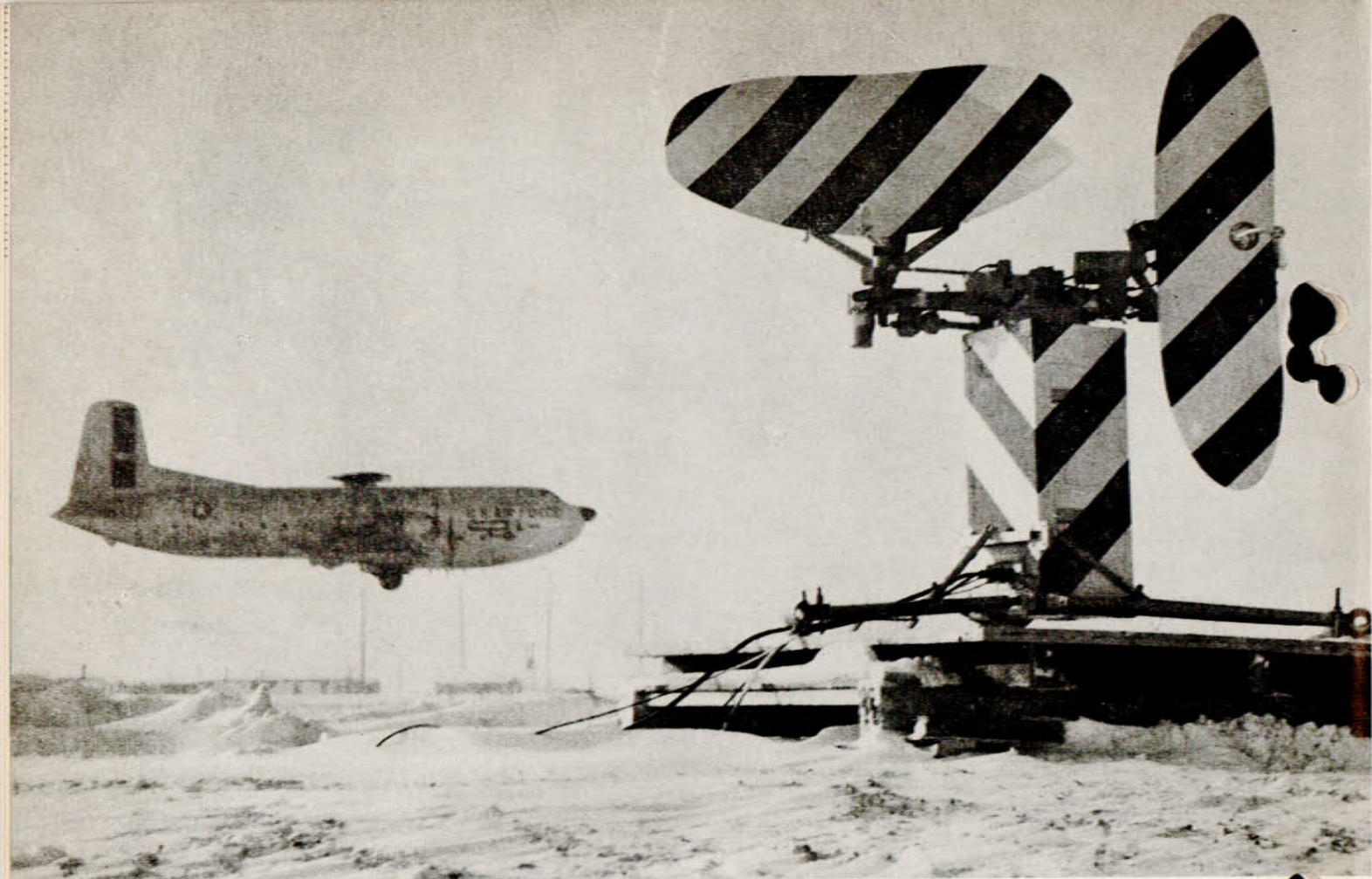


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Landings Unlimited

Photos: LAC SMITH

OUT in the empty flatness of Stevenson Field, far from the hangar lines, stands the hut, a solitary structure in a wilderness of concrete and prairie grass. It is hard to spot from the built up areas, and it is a good bet that many of Stevenson's employees, Service or civilian would not be able to point the place out on demand. Yet the part played by this tiny installation is second to none in importance, as far as operation of the entire airport is concerned. This is GCA, Ground Controlled Approach, friend of the fogged-in flier and wonder of the aero-electronic age.

The basic idea behind GCA's operation is simple. It utilizes Radar to locate an aircraft in the air and to guide it safely to the ground in closed-in weather conditions. That is the easy description. A more

technical explanation would fill a book thicker than the Winnipeg Telephone directory and RCAF personnel charged with its upkeep have journeyed as far afield as Los Angeles and Mississippi to become better acquainted with its complexities.

The Winnipeg installation is known as "Quad-radar," a name derived from its fourway function in providing taxi, final approach, surveillance, and height indication radar coverage. It is the last word in airport radar equipment and replaced a mobile unit in October 1957.

The hut itself from the outside, is unimposing, standing a few hundred feet away from the vigilantly circling radar antenna, and gaily decorated in squares of international orange and white. It is reached by a gravel road which runs from the civil-

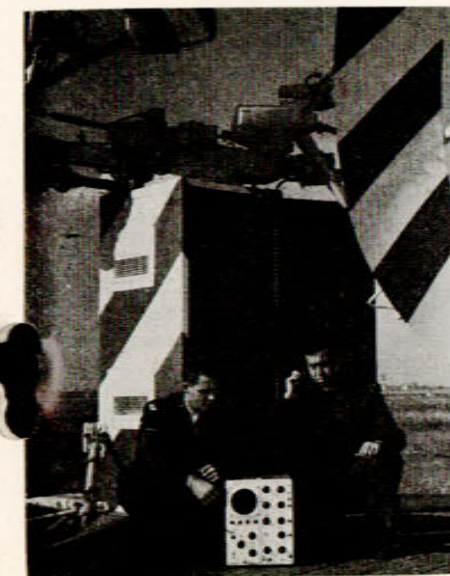
ian side of the airport out to the site and it is located 600 feet from the centre line of runway 36.

Inside, the hut has the characteristic dim atmosphere of radar rooms everywhere, with heavy-blue window blinds keeping the light to a minimum and the semi-darkness of the scene dominated by a glowing twelve inch radar screen.

mer types of installation required several screens. GCA installation in some years, is startling. For One screen. This to anyone who has not visited and an equal number of operators who would guide the aircraft through his approach and let-down. The Winnipeg one-screen installation, or AN/FPN 33 to give it its official title, in addition to its primary function of presenting airport surveillance and precision approach information, is also capable of determining the altitude of aircraft, as well as showing the movement of aircraft and vehicles on the airport surface itself. All of its four functions are carried out on one screen.

A steady drone of Tower transmission echoes through the hut from a speaker on the wall, while the screen, its search beam sweeping around the circle like a second hand gone mad, presents a picture of the Winnipeg area and beyond. You can make out the square masses of the hangar lines, individual returns from parked aircraft, the dark ribbons of runways and the city streets beyond the field. The movement of cars on these streets can sometimes be detected and one steady land mark is Stony Mountain Penitentiary, ten miles out. What the operator is interested in however, are the slowly moving returns from aircraft in flight. These and his radar reflectors, triangular metal structures placed on either side of the runways to provide markers. The aircraft return the thread, the reflectors, the eye of the needle, and the GCA controller the man who must pass one through the other.

There are six GCA controllers at Winnipeg, all experienced men and competent in their trade, who perform their jobs with cold seriousness. There is little room for kibitzing and frivolity in their work, and the hut is singularly free of cartoons on the wall or other evidence of hilarity. A solitary card on the



LAC Ernie Peake, left, and Cpl. Harry Lee at the Antenna.

Cpl. Bill Graham at the Scope.



wall, right behind the operator's position says "Be sure Brain is engaged before putting mouth in gear." It might be a joke elsewhere. Here it is not.

Talking before thinking could be a fatal error (and we use the term advisedly) in GCA work. The operator must interpret what he sees on his screen correctly and the pilot will follow the instructions based on this interpretation. There is little room for error. We asked Cpl. Bill Graham, GCA controller, what was the quality most essential to a successful GCA controller. He thought for a while. "Coolness," he said.

Bill has been stationed at Winnipeg for two years, is married, has one child and lives in the city. Slim and of medium height, he joined the RCAF in 1951 and entered the AC Op trade. Two years ago he was selected for the GCA Course at Aylmer.

The school, which has since moved to Camp Borden, submitted him to a 9 week course, two weeks of which were spent learning the RT patter of his trade and in practicing controlled approaches on a sort of GCA "Link Trainer." The remainder of the course was utilized in performing 75 live runs, which are mandatory before qualification.

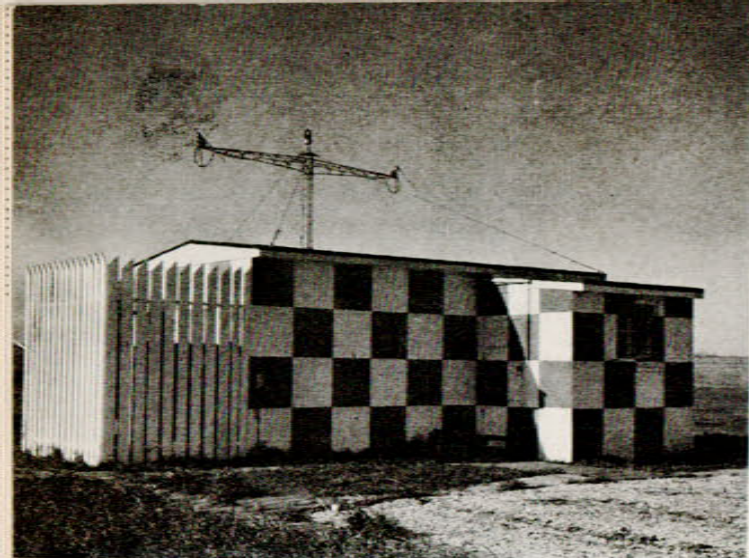
At the time of writing, Bill had completed 2,150 live runs, and to watch him work, you can believe it.

Bill Graham, who seemed to be a perfectly normal individual, changed as soon as the B25 called in for a practice GCA letdown. In a matter of seconds he seemed to have sprouted four or five extra pairs of hands, ears and eyes. One hand manipulated one set of controls, the other, some more. Staring at what seemed to be a hopeless confusion of drifting lights, he identified his target.

"Air Force . . . you are 7 miles from touchdown on runway 31," he said in a conversational voice, "maintain 2200 feet." "Roger," said the pilot. "Request pilot's name, aircraft type, confirm full stop or touch and go," said Bill.

"Pilot's name Smith, AI Squadron. Aircraft B25. Touch and go."

"Roger. Check you 6 miles from touchdown . . ." He provided some more information and then, all in the same breath spoke to the Tower.



"Air Force—out touch and go."

"Okay," said Tower. "Number Two." But Graham was already back talking to the aircraft as if he had never stopped. He heard the Tower's message and acknowledged it in the next break. This faculty of GCA Controllers is awe-inspiring to the onlooker. All through the approach, Tower would be calling with clearances or other information, and the operator flicking switches, talking continuously to the pilot, would give no indication of hearing until suddenly he would finish one sentence to the aircraft and acknowledge the former message.

Eventually the aircraft was on final. Speaking continuously, in a reassuring, positive tone (they teach that on the Course too), he watched his screen, split across the middle now into two half circles, one showing the glide path in a sort of side view, the other the azimuth, a bird's-eye view of the aircraft's approach across the map.

"306 is your heading. You're running high in elevation. Correcting back slowly and nicely, 306 your heading. (ASIDE TO TOWER): Air Force . . . is one mile out for touch and go. (BACK TO A/C): Correcting nicely. (TOWER: Okay, he's number one). 306 your heading. Tower advises you are number one on this approach." And finally, "You are over the end runway, take over visually and carry out your full stop landing. Switch to Tower now. GCA standing by this frequency." During the final stages, the operator was working at top speed with his servo switch, a device for following target with the antenna, and one which this writer found impossible to operate, even without the distraction of the approach. Cpls. Saint Pierre, Don Harris and Sgts. Bill Cummings, Dutch Holland and Robbins Calavack are other controllers. Each GCA controller is checked out every 3 months on his trade and cleared to certain limits. All of the Winnipeg crew are cleared to perform approaches to 200 feet at 1/2 mile visibility.

UPKEEP

But Operators are not all that it takes to make an effective GCA installation. The Technicians who service the AN/FPN 33 are Cpl. Jack Galusha, Cpl. Harry Lee, LAC Blair Williams and LAC Ernie Peake, all Radar Technicians (Ground), and all specialists in their equipment. It has been said that Radar and Electronic tradesmen are the heirs to the world of tomorrow and certainly the requirements of their job are staggering. Jack Galusha, who has

been 3 and a half years in Winnipeg, was installing the early AI radar in Boulton Paul Defiants, back in 1941, and has been connected with Dr. Watson Watt's miracle ever since.

"It's quite the trade," said Jack staring at the installation, for the efficient operation of which, he and his colleagues are responsible. "Today you know quite a bit about it. Tomorrow it's left you far behind, if you let it." Realignment of the equipment preventive maintenance and inspection of every component is the responsibility of the Radar Techs. as they guard their charge with the zeal of mothers. Each component is listed under dates and is removed and inspected at regular intervals. "Preventative maintenance" they call it, which means that they would rather stop trouble before birth, than cure it after. And GCA's enviable record of serviceability is due in large part to them.

What makes a technician, capable of mastering the 20th century complexity of Radar equipment?—to begin with a Grade XI education and trade training never stops. Both Jack, Blair and Harry have journeyed to Biloxi, Mississippi, to study certain types of GCA equipment, and Cpl. Lee, (who has had two years total training, quite apart from operational experience), trained on Quadradar near Los Angeles. "It was no holiday, it's work, work, work down there, if you want to stay on top of the course."

This combination of highly trained operators and technicians, and well-conceived equipment, has resulted in a reliable Ground Controlled Approach system, by which the pilots swear. TCA, SAS, and other airlines, as well as the RCAF, utilize the installation with confidence. A flying farmer, who had never performed a GCA approach in his life swears by it too. Lost in a fog, GCA assisted him to a safe landing. He was out to visit the GCA gang later and to thank them. But this, as they told him, was what they were there for.

"I don't know how much this piece of equipment costs," said Jack Galusha reflectively as we walked away from the little hut. "Forty—maybe fifty thousand dollars. But I do know that if it only saves one airplane a year, it's a paying proposition. And the lives on that aircraft. How would you figure them in dollars and cents? I don't know, do you?"



Top left — THE HUT. Bottom right — Ernie Peake takes over the operator's position for a quick check-up.

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WHAT'S NEW

in the SKY

Edited by

ERNIE CARRIER

the de Havilland CARIBOU

THE de Havilland Aircraft of Canada Ltd., since 1947 pioneers in the field of STOL Aircrafts development, announce the successful initial flight of their new DHC-4 Caribou.

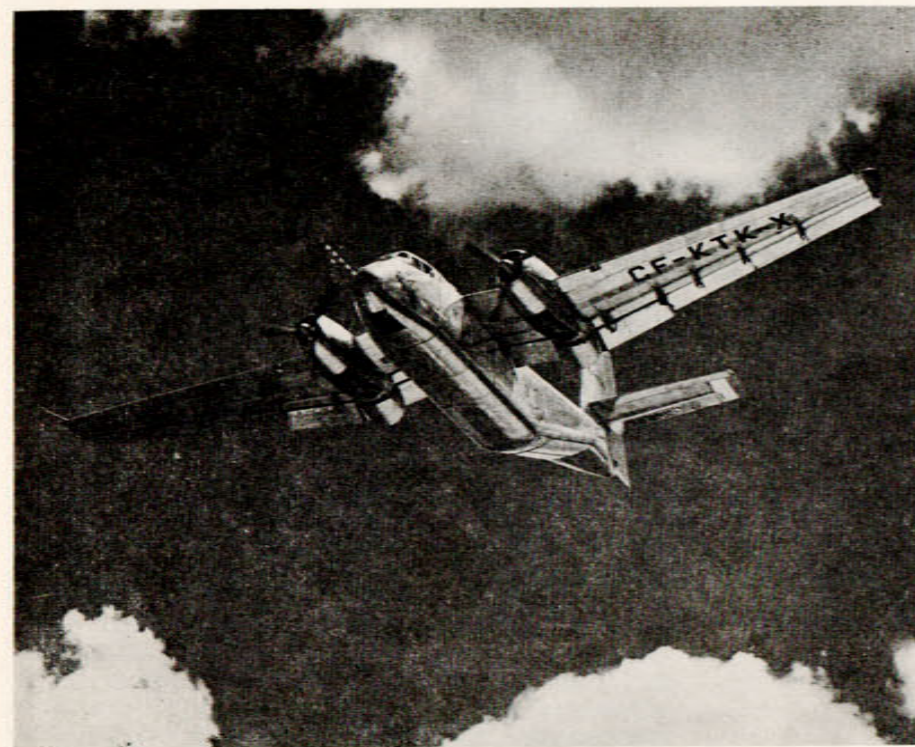
Basically, the aircraft is a twin-engine passenger-cargo airplane grossing 24,000 lbs. (about the same weight as the DC3) but unique in its ability to take off and land in a distance of less than 500 feet.

The Caribou is a workhorse airplane capable of many and varied missions. Its rugged characteristics and dependable Pratt & Whitney R2000 engines make the hauling of payloads up to 3½ tons in and out of restricted areas a comparatively simple chore. Already it has been christened the "3½ ton airborne truck" by the U.S. Army.

The short take-off and landing characteristics of the DHC-4 will enable the aircraft to operate in and out of tiny jungle landing strips, from beachheads, or from short fields located close to centres of population — heretofore accessible only to light airplanes. Using short field techniques, the Caribou is designed to take-off and clear a 50-foot (15.2M) obstacle in a distance of 840 feet (259M) with zero wind. With a 20-mile headwind, the take-off distance over a 50 foot obstacle is 460 feet (140M). The landing distance over 50 feet is 590 feet (179M).

The prototype airplane which has just flown (the first aircraft ordered by the Canadian Government) will be used extensively for evaluation trials to validate its certification.

The price tag will be in the neighborhood of \$495,000. The straight forward all-metal construction of the Caribou airframe



Caribou climbing

has been purposely designed to offer rigorous economy in maintenance and servicing costs.

MILITARY VERSION

The military concept is an army vehicle capable of supplying close support by providing rapid mobility for troops, equipment and supplies in forward battle areas. The HC-4 is designed to operate independently of established air fields facilities and to be able to land and take off from improvised military landing strips as short as 850 feet in length.

The large rear loading door provides access to the cabin and also permits rapid jettisoning of cargo in airborne operations. As a troop transport, 28 fully equipped combat troops or 22 paratroopers may be carried. The rear door may be opened in flight to allow troops to be dropped from the air, or on the ground to permit disembarkation in a minimum of time. As an air ambulance the Caribou will take 14 standard army litters and 10 seats for attendants and/or sit up cases.

The ambulance version has been designed to offer flexibility. Hospital equipment can be added in

combination with various arrangements of seats and litters to handle casualty evacuation from forward battle areas.

The cabin will accommodate two army jeeps. A ramp extension facilitates vehicle loading through the 73" wide by 75" high internally retracting rear loading door.

LEADING PARTICULARS

While designed essentially for short field take offs and landings, the Caribou will have a cruising speed of 183 mph (159) knots, at power. Touch down landing speed will be approximately 60 miles per hour. The rate of climb at sea level on two engines will be 1500 feet per minute. Service ceiling on two engines is 24,900 feet and the aircraft will have a single engine service ceiling of 10,500 feet. (Absolute single engine ceiling is 13,000 feet). The DHC-4 will climb out on one engine with take-off flap and landing gear extended, should an engine fail at unstuck speed on take-off.

Designed to be operated by a two-man crew, the Caribou can, however be efficiently handled by

one pilot for short haul, high density operation.

LANDING

Trim change with flap lowering is automatically compensated for. Landing roll distance is 300 feet with a light 10 mph. headwind. This is made possible by the large flap surfaces and the power assisted hydraulic brakes.

The low, Caribou stalling speed of 60 mph. allows the pilot to place the airplane with precision on the desired point on the landing strip.

The ultra short landing roll, rugged landing gear, makes year-coupled with the long stroke, round operation possible for unimproved jungle, bus, or desert landing strips.

THE POWER PLANT

Chosen to complement the de Havilland Caribou airframe the P & W, R2000, is an engine of proven reliability.

Operating over the World's air routes in many countries, the unmatched servicing and spares facilities which had to be established for the R2000 engines are now available to Caribou operators.

THE BOEING BOMARC

THE Minister of National Defence, Hon. George H. Pearks, V.C., announced that the "Bomarc" missile interceptor is becoming part of our Air Defence system. Very little information is as yet available on the project, but following press releases received from Boeing Airplane Company we are able to present some facts and figures on the Bomarc.

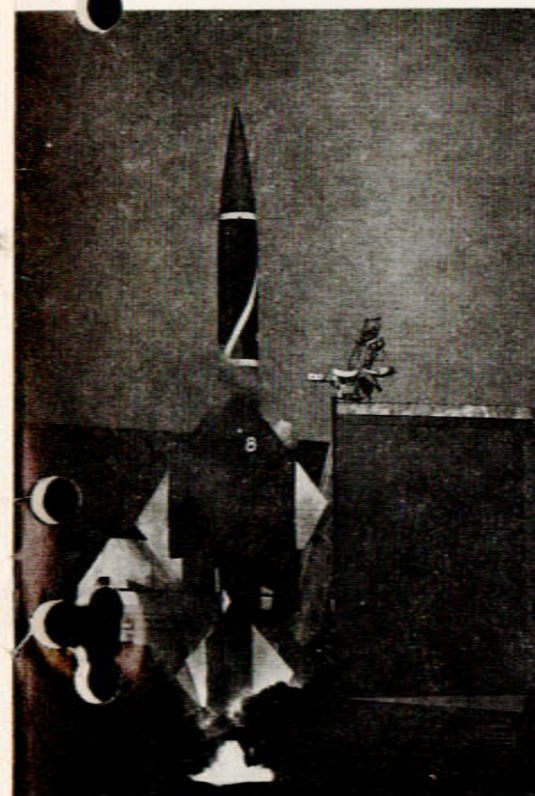
Bomarc is described as a pilotless interceptor which has intercepted and destroyed drone targets at distances beyond the range of any other surface-to-air missile. It has been disclosed that the Bomarc scored a "kill" at a distance of more than 100 miles from its launching site.

The 47 foot long, 15,000 pound Bomarc would utilize its quick reaction time, speed, range and atomic warhead capabilities to defend entire areas rather than individual targets from attack by

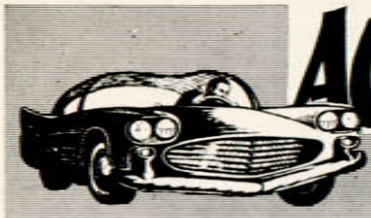
manned bombers or air breathing missiles. Unique among defensive missiles, Bomarcs can be fired in multiple and directed to intercept individual target elements of a mass attacking force.

An important ground portion of the system is a complex of electronic devices and computers which is capable of instantaneously assimilating all available intelligence data on an enemy attack and transmitting that data to Bomarcs so that they can meet the attack far from vital Canadian targets. The missiles are equipped with their own target-seeking systems for pinpoint accuracy in the immediate interception area.

According to the latest information received the United States will be erecting a Bomarc fence spreading from Vermont to Michigan. A Bomarc launched from Vermont would destroy an enemy long before it could reach Ottawa or Montreal.



The new Bomarc missile is shown leaving its launcher shelter at virtually the instant of firing.



AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

PLANNING

ON BUYING

A USED CAR?

THE other morning the mail carried a letter from the editor mentioning that some readers would like me to give a run down on what to watch out for when purchasing a second-hand car. That's a tall order from any aspect, and let nobody convince you that it is in any way possible to give a fool-proof answer. We've all seen articles on this subject in every magazine published, plus the daily newspapers, and still many people get stuck with duds. There is an answer, nevertheless, and I'll do my best to pass it along.

I could type out a mass of information to the effect that one must watch out for worn tires, used carpets, pedal pads, body filling, thick oil, sawdust in the rear-end, and a variety of other cover-ups that are the stock in trade of the shiftier used car dealer. But the trouble is that no matter what I mentioned, there would be many other items I'd forget, or had never heard of myself. However, every make of car has to be considered under a separate heading. I won't for a minute deny that such information is useful; yet, it is all too likely to burn your fingers if relied upon as a basis for purchasing

a car. It is a further example of a little knowledge being dangerous.

For the record I suggest that you absorb what you can about common faults and easily spotted gyms, then proceed as follows. Find a car, that to you looks in good condition, runs well, and to all intents is value for money. Ask the dealer if you may have it for the day — if he won't let you take it out alone and away from his sight, then drop it like a hot brick. An honest man is always prepared to have his product investigated. Leave some tangible form of security if asked. Drive the car around to the service department of one of the make's larger dealers, or to any other good mechanic you know who is fully familiar with current cars. Ask to have the car fully tested for brakes, chassis, engine, suspension, and transmission, as you wish to know if there is anything at all wrong with this car that is likely to cost you money in the near future. Financial burden to you for this information will run around ten dollars. Failure to get a thorough check done could cost you hundreds, don't forget that. If there is anything wrong, jot

it down and use it as a bargaining point with the dealer when you return. This is the sort of behaviour that elevates you out of the sucker class in the dealer's eyes, much as he may dislike the fact.

If you are one of those who consider it open season on used car dealers, here's another little trick you can try, to help obtain more for those dollars. While having the check done, ask the mechanic what were the common faults with that model, make, and year. Inform the dealer that you are afraid the car has this, that, and the other wrong with it and that his price is exorbitant for a car in that condition. In this way you should hit rock bottom prices. Of course, one should always remember that the 'trade-in' is kept well out of sight until the deal is close and a final price mentioned. Then come back the following morning with the old hack to complete the deal you argued out the previous day. With a firm price mentioned he's not likely to be in much of a position to up it, if he wants you to stay on the hook, and any profit is better than none at all! Try it, it works.

THE ROVER THREE LITRE

At last Rover have come out with the car they have been hinting at for years, and from first appearances, it looks like a vast improvement over those presently manufactured. This is a car which will appeal to many Canadian and American buyers who like quality, yet want the comfort and styling of a 1959 car. Prices have not been released for Canada, and the model is not due to arrive until next spring. Visibility is greatly improved by partial sweep around windshields. The body is now all steel, with no aluminum panels. Three transmissions are available: B-W automatic, stick shift and stick shift with overdrive. All in all, a Rover which looks as though it may increase the prestige of this "poor man's Rolls".



SOME 1959 EUROPEAN CARS

HILLMAN

Prices unchanged. Engine size increased from 1390 cc to 1494 cc, compression ratio of 8.5:1 and delivering 52.5 bhp. New grill, dash, and more comfortable seats, plus a larger (8") clutch and battery.

RENAULT

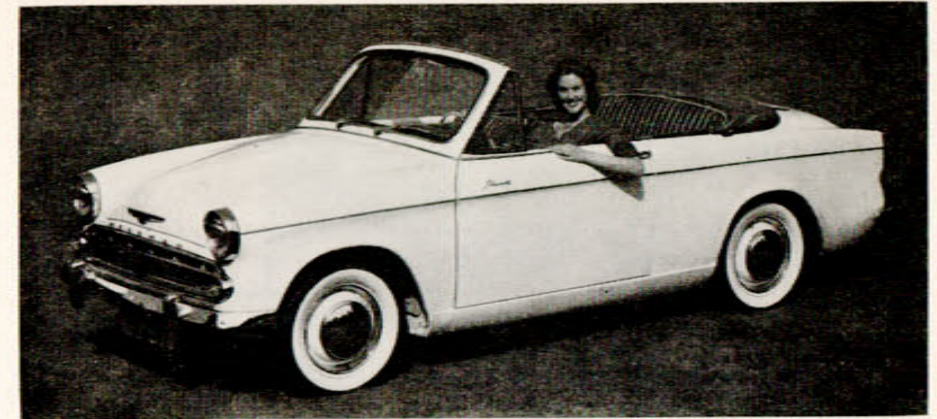
The Dauphine has upped her engine up, by increasing the compression ratio to 8:1 for the Model USA. A bit more chrome and a better heating system are the only other changes.

MERCEDES

The 220S is supplemented by the 220SE and goes up in H.P. to 130 from 112. An interesting feature of the new engine is the metered, intermittent, fuel injection system used (vaguely similar to the Chevrolet system), which gives you the advantages of injection without all the added expense and complication. These advantages consist of a 12% rise in torque, 9% rise in power, and a decrease in fuel consumption. A new version of the 190 is available with diesel engine developing 55 bhp. No other changes in existing models.

ROVER

Present models continue unchanged mechanically, but with a new grill, dash, and other minor changes.



'59 Hillman — more engine — many new features

RECORD BREAKER DIES

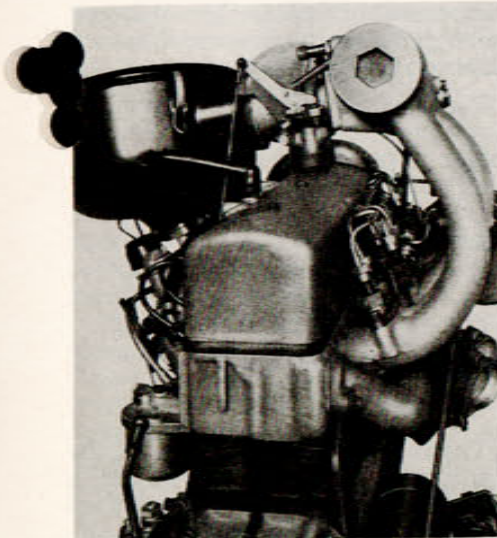
Lt. Colonel Goldie Gardiner died at his home in England last month. Goldie Gardiner became famous before the war when he set up some world's records in a streamlined M.G. (207 mph). After the war he continued to break records in similar cars and only retired in 1955.

1901 CROSS COUNTRY

Some of us think we have a hard trip even these days, but just to put those in the shade here are some extracts from "The Autocar" of a 500 mile trip in 1901 made in a 3½ h.p. Benz from London to Glasgow.

Gas, for example, had to be obtained from a drug store. Often this meant pushing the car to the nearest town and then searching the drugstores to find out who sold the stuff. No reverse was incorporated in the car. To turn it around the passenger was instructed to get out, lift up the front end and turn it around! . . . "The two belt drives

were very efficient so long as the belts kept dry and did not slip. When they did slip, we found the best way to correct the fault was to arrange for the passenger to take a bunch of cotton waste treated with resin, and to put his arm through the spokes of the wheel and press the waste on the belts as they revolved. . . . the Crypto gear was so slow that on a hill the passenger had to get out and walk behind the car with a log on his shoulder to put under the rear wheels in case of engine failure . . . the gear was so slow that a hill two miles long would often take one hour to climb . . . on this journey of 500 miles, it is a reasonable estimate to state that our passenger rode 350 miles and ran the other 150 miles . . . when we arrived in Glasgow no livery stable would allow us to put up such an infernal machine, finally accommodation was found outside the city in a street car depot where they welcomed us with open arms . . . it was not unusual when we were passing through a village for the whole population to turn out and cheer us on our way."



New Mercedes fuel injection system

1958 WORLD'S CHAMPIONSHIP

This year's world championship driver is a 29 year old Englishman by the name of Stirling Moss. Moss, who fought out a ding-dong battle with friend Mike Hawthorn to the last round emerged triumphant after the final race at Monza, Italy on the 7 September. This will mark the first occasion on which an Englishman has won this honour. Previous winner was Argentinian, Juan Manuel Fangio, who held this position for five years in a row. The winning mount in Italy was a British Vanwall.

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BEAUTY



BEAUTY AND BRAINS—Joanna Barnes has blonde hair, green eyes and 35-22-34 measurements, but the Boston-born girl who is under contract to Warner Bros., and has a big role in "Home Before Dark," has something above the ears as well as below them. A graduate of Smith College, she is a member of Phi Beta Kappa honor society.

Warner Bros. Studio
Burbank, California

NEW RCAF BADGE

Her Majesty the Queen has graciously approved a badge for the RCAF's Main Communications Relay Network, it was announced today by Air Force Headquarters.

Depicting an eagle's leg holding signals tape, the badge is symbolic of the branch of the service which controls signals. Red lightning flashes directed outwards in the four sectors of the badge represent general radio signals transmission.



The motto, "Sure and Swift," is descriptive of the safe and expeditious manner in which hundreds of messages are transmitted daily within the RCAF by radio and teletype.

Forming the RCAF component of the Canadian Defence Communications System, the network serves all RCAF formations in Canada and provides access to the United Kingdom, France (Metz), the U.S.A. and Australia.

Each of the RCAF's six communications units, located at Halifax, Montreal, Rockcliffe, Winnipeg, Edmonton and Vancouver, comes under the central authority of the Communications Control Headquarters at Rockcliffe, Ottawa, the nerve centre of the main communications relay network. Employing what is known as the "tape relay method," of communication, messages need only be typed manually once, regardless of the number of addresses, and may be sent thousands of miles by teletype through several centres without requiring re-typing.

Tie-lines to the Royal Canadian Navy and the Canadian Army major tape relay centres ensure complete flexibility in the event of disruption in any of the services' networks.

LADIES NIGHT

By MRS. ENID RICHARDS

Thanks to the generosity of the Corporals, their wives enjoyed a very successful "Ladies' Night" at the Corporals Club on Friday, October the third.

The boys decided the girls might like to use the club once a month for the purpose of having a Ladies Social Evening. In order to get it all started, the boys made arrange-

ments for entertainment, refreshments and lunch was served. They even arranged to have some "Hula Hoops" on hand which were well used before the evening ended.



Ladies on Ladies Night

Over forty enthusiastic wives turned out for the first night and each one agreed that the evening was a real success.

During the course of the evening a few of the ladies were asked to make arrangements for the next party at which an executive will be elected. When the ladies had wound up their private session their husbands joined them for some very enjoyable late evening dancing.

It is hoped that most of the Corporals' wives will attend the next very special "Ladies Night".

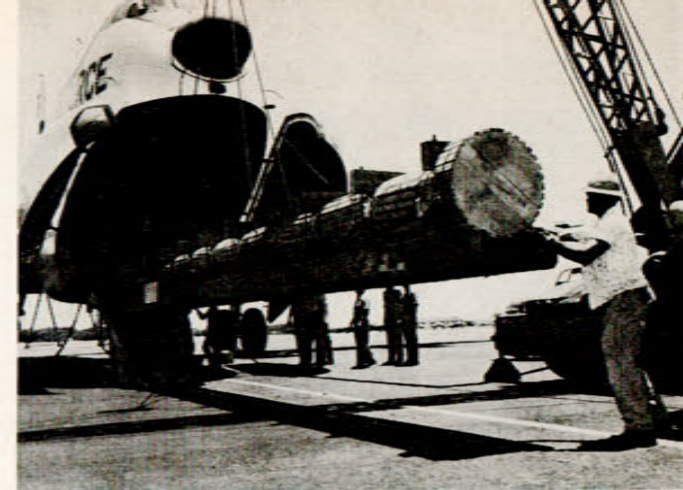
\$1,245 RICHER

His suggestion paid off and as a result 34-year-old Flight Sergeant Howard B. Kendall of Saskatoon, Sask., today is \$1245 richer.

FS Kendall, a communications technician at the RCAF's No. 11 Technical Services Unit in Montreal, saw a way to save the Force considerable time and money by using existing test equipment to calibrate its recently acquired SARAH (Semi-automatic Report and Homing) beacons instead of ordering the special test-sets stipulated by the manufacturer. (SARAH beacons are small electronic transmitters carried by all aircrew personnel. If they are ever forced down the beacon can easily be activated by a survivor and its pulsating radio signal serves as a marker on which SARAH-equipped search and rescue aircraft are able to "home").

His suggestion and proposed calibration procedures were submitted to the Suggestion Award Committee in Ottawa where they were

OPEN
W-I-D-E



Workmen jockey a destroyer's propeller shaft into position at the Navy Overseas Air Cargo Terminal, Pearl Harbor, Hawaii, as the MATS C 124 Douglas Globemaster seems to yawn open to receive the tree-trunk like object. The crated prop-shaft had a diameter of 30 inches, measured 40 feet in length

and weighed in at 23,000 pounds. The Air Cargo Terminal states that the shaft was the largest single piece to leave there this year.

A crane was used to hoist the prop-shaft and two fork lift trucks, one at each end, eased the load into the plane.

termed both novel and practical. The suggestion has since been adopted by the RCAF. For the suggestion he was awarded \$745 to which \$500 had been added for winning the highest award in the technical field of the 1958 Suggestion Contest.

Educated in Saskatchewan, FS Kendall joined the RCAF in 1942, and during the Second World War was assigned to technical duties with the RAF in England.



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ST. JAMES



LADIES NIGHT AND FASHION SHOW AT THE CORPORALS' CLUB
 Top L - R Cpl. Simpson, PMC Cpls' Club and Miss Edna Ducharme, in charge of the Fashion Show, members of the Hula-Hula Dancers, Edna Graham, Rose Masnyk, Hilda Ducharme, Shelly Coas, Julia Bonnie and Gladys Koonty. Bottom L - R Mrs. Nora Thompson modelling a harem style dress, Miss Audrey Conchey in a cocktail dress and Miss Noreen Redpath wearing an evening dress.
 Photos by Don Askett

CORPORALS' CLUB ROOMS

By Cpl. KELLOW

The Corporals' Club has been enjoying one of its most active seasons in years.

With the completion of the new bar, stage and backdrop, the Hawaiian atmosphere is blooming, in readiness for the Winnipeg winter.

The Mess Committee has been planning ahead for the winter, fully aware that with the passing of the warm weather, the Club will become the focus of attention for the entertainment-minded.

A Lady's Night started the Fall and Winter Season, followed by a Fashion Show, which in the opinion of all who saw it, was terrific. A variety show, including Hula dancers, Birks Baker and orchestration by the "High Hats," followed the show, climaxing a memorable evening.

The committee hopes that attendance will match the effort being put into the entertainment planning for the season. Good attendance is all that is needed to make Winter '58 the best season yet.

OPERATION CO-OPERATION

A cute little seven-year-old French-Canadian girl living just a few miles from the RCAF St. Hubert airbase has 22 devoted Airforce boy friends. She also has several Airwomen vitally interested in her welfare.

Diane Langlais, daughter of Mr. and Mrs. Rene Langlais of Longueuil, P.Q., had a hole in her heart. Doctors in Montreal who diagnosed Diane's condition were prepared to carry out the necessary operation to mend the heart. Usually children with this type heart ailment have been flown to the United States medical centres.

Diane's parents were faced with the task of finding some 20 blood donors with the correct type blood before the operation could begin. RCAF personnel living in the district heard of the requirement and in a matter of hours phone calls to the St. Hubert station had alerted Corporal Marion Ethel of Victoria, B.C. and Corporal Laurie Leblanc of Minto, N.B., who in turn had arranged for 22 volunteers to go immediately to the

Children's Hospital in Montreal for blood donations. As the news circulated around the base over two hundred volunteers came forward. Several of these insisted on going to the hospital and giving donations despite the fact that no additional blood was required.

Diane was operated upon successfully and doctors state she will be a perfectly normal child after her convalescence.

Not satisfied with just giving blood, the airmen and airwomen have paid several visits to Diane and a large teddy bear now sleeps with her in the hospital.

Corporal Marion Ethel, who did much of the organization work in gathering volunteers, said after visiting Diane, "This is one of those moments which give a person real satisfaction. It's nice to know we could help."



Cpl. Ethel of Victoria, B.C., and Cpl. Lablanc of Minto, N.B., visit little Diane Langlais in the hospital after a successful operation.
 RCAF Photo

**challenge to
the resourceful**

Almost every remote area of the Canadian north is aware of the planes and the men of the RCAF. Trained and experienced to meet the constant demands of its harsh environment, aircrew and groundcrew help maintain this continent's round-the-clock alert beyond the tree line.

AVRO AIRCRAFT LIMITED
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CF-100'S ARE ON GUARD IN CANADA—AND IN EUROPE WITH NATO AND THE BELGIAN AIR FORCE

JUST think, in about a month it will be Christmas. Isn't that a cheery thought?

HERE AND THERE . . .

Benny Goodman, that great band leader, has formed his own record company, which will be known as the BG label. The first record to be released will be an old Rogers and Hart ditty called "HOW CAN YOU FORGET." The labels future plans are a bit cloudily at this time, but they do plan to sign other artists, and keep the label on a permanent basis.*

One of the most enjoyable half hours I have ever spent was watching "THE SHOW THAT JACK BUILT," with Jack Shapiro and his band. Winnipeg's television shows are improving by leaps and bounds. So, why don't you tune in on Friday night and watch it? I'm sure you won't be sorry.

HAVE YOU HEARD? . . .

One of the latest and greatest ballads ever to be released in a long time, is "UNTIL HE GETS A GIRL," by Julius LaRosa. It is the most beautiful song I have heard in a long, long time.

Still heading all the lists is Frank Sinatra's "ONLY THE LONELY." It's fabulous . . . Johnny Mathis' "SWING SOFTLY," is really going places too . . . A really enjoyable record is the Kirby Stone Four's latest long play, "BAUBLES, BANGLES, AND BEADS" . . . A long play well worth mentioning is Ray Conniff's "CONCERT IN

MUSIC
with
MAUREEN



RHYTHM," with favourite themes from TCHAIKOVSKY'S first and second piano concertos, Swan Lake, and the Fifth Symphony. Also there is, Rhapsody In Blue; The

Lamp Is Low; On The Trail, and many others . . .

If you're planning a party, a good record to warble along to is "MORE SING ALONG WITH MITCH." There's: For Me And My Gal; There's A Long, Long Trail; Moonlight And Roses, and a flock of oldies.

With Christmas creeping up on us so fast, here's a few suggestions for some very lovely long plays . . . "CHRISTMAS CAROLS" by Charles R. Cronham, is played very nicely on organ and chimes . . . "A MERRY, MERRY CHRISTMAS" with the Four Aces includes all the most popular carols and the modern ballads . . . "A JOLLY CHRISTMAS," with Frank Sinatra is truly beautiful . . . Then, there always Dicken's "A CHRISTMAS CAROL."

Well that's all for this month. "I'll Be Seeing You."

Recently received from Decca, the "I WANT TO BE HAPPY CHACHA" by the Tommy Dorsey Orchestra.

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Portage at Sharpe
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LAC RON CAWOOD

(Concluded from page 16)

much experience in such productions as Noel Coward's "Hay Fever" and "Private Lives."

Besides playing for Bomber Command he played soccer for the Metropolitan Police and Barnett, the leading amateur club. As if this weren't enough he served as Chairman of the Tottenham Group Boy Scouts Committee, for ten years and is an inveterate camper. He and his family have camped as far West as Banff and as far East as New York since arriving in Canada two years ago. He is enthusiastic over camping facilities found

throughout his travels and prefers this type of vacation to any other.

The former Miss Marjorie Brown became Mrs. Cawood in 1943 and the Cawoods have two children, Michael, 14 and Lesley Ann, 13, both of whom are attending Silver Heights High School. A career in medicine is Michael's aim while Lesley professes no ambition other than that of marrying a rich man. Ron claims that this is one of the few things that he has managed to teach her but we doubt that. Now living in Rental Units, Mrs. Cawood is thrilled with her new house which must keep her pretty busy, for besides her family Mrs. Cawood

looks after the Admittance office at Grace Hospital and is consequently well known in Winnipeg.

TV NEWS

(Concluded from page 10)

Bill Lea's quintet at dances and fashion shows.

In the summer of 1957, besides appearing weekly on Country Hoedown, the Hames Sisters sang with Art Snider and his orchestra at Wasaga Beach, a summer resort north of Toronto. They are still three of the major attractions on "Country Hoedown."

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INFLATION AND YOU

What does inflation mean to you?

Well, if you were a man with a wife and two children earning

\$3,000 in 1939, you would have to bring in \$6,457 now for the same purchasing power.

Not only have prices gone up, but that same worker, who in 1939 gave

the government \$30 in income and Social Security taxes, now pays \$722 in federal taxes. (Figures from National Industrial Conference Board.)

THE GIFT SHOP IS NOW OPEN!

To all RCAF members and their dependents

ON

MONDAY, TUESDAY, THURSDAY,
AND FRIDAY 4 P.M. to 9 P.M.
WEDNESDAY 4 P.M. to 8 P.M.
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SUNDAY 4 P.M. to 9 P.M.

The Smart Place to Xmas-Shop

Located in the old Drill Hall, east site.



by DOUG WILLIAMS

BASKETBALL—The Men

The Senior "B" league got away to a fine start last month with St. Andrew's defeating USAF in the first game, and Station Winnipeg defeating Stn. Gimli in the second, 63-53. LAC Cook was high scorer for Winnipeg, counting 19 points, followed by LAC Jepson with 14.

BASKETBALL—The Women

LAC Burns is coaching the girls' team this year, and the team includes most of last year's members. With the help of a few civilian girls, Terry Burns hopes to have a strong contender for the league which we hope to enter.

ARCHERY

Here are the scores for the Station's Archery Club in the October shoot:

DAVE LECKY—399
MOE GILLMAN—362
BOB McNELLY—351
GEORGE LEARMONTH—313
VIC SWEENEY—282

In the Junior division:
SUSAN LEARMONTH—146
JOAN LEARMONTH—131

Station Winnipeg won the 14 Training Group Shoot on the 25th of October, defeating Station Portage. Members of the winipeg team were: Dave Lecky, Moe Gillman, George Learmonth, and Bob McNelly.

HORSESHOES

Station Winnipeg won the 14 Training Group Horseshoe tournament on the 25th of October at Winnipeg. The Doubles Team of Cpl. Hudson and Cpl. Lameroux went through their games undefeated, winning all four against competition from Stations Moose Jaw and Portage. F/O Scott, our representative in the "A" series Singles Matches, played some brilliant games to defeat players from Portage, and although going down to defeat, played some nice shots. The margin of loss was slender,—only two points.

FLAG FOOTBALL

Station Winnipeg represented by the Flight Cadets' team won the 14 Training Group Football Title on October 25th at Moose Jaw; defeating their opponents 51-8. The cadets, picking up a few of their players from other teams, won the Eastern half of the 14 Group title, easily defeating Portage and Macdonald. They have issued a challenge to teams in Eastern Canada and their challenge has been picked up by RCAF Station Clinton, Ont. So let's hope the boys can journey down there for the game.

NHL TELEVISED GAMES

Saturday, Oct. 11 DETROIT at CANADIENS	Saturday, Dec. 6 BOSTON at TORONTO	Saturday, Jan. 31 CHICAGO at CANADIENS
Saturday, Oct. 18 BOSTON at TORONTO	Saturday, Dec. 13 RANGERS at TORONTO	Saturday, Feb. 7 DETROIT at TORONTO
Saturday, Oct. 25 BOSTON at CANADIENS	Saturday, Dec. 20 CHICAGO at CANADIENS	Saturday, Feb. 14 CHICAGO at TORONTO
Saturday, Nov. 1 RANGERS at TORONTO	Saturday, Dec. 27 CHICAGO at TORONTO	Saturday, Feb. 21 BOSTON at CANADIENS
Saturday, Nov. 8 RANGERS at CANADIENS	(1959)	Saturday, Feb. 28 DETROIT at TORONTO
Saturday, Nov. 15 DETROIT at TORONTO	Saturday, Jan. 3 RANGERS at CANADIENS	Saturday, March 7 DETROIT at CANADIENS
Saturday, Nov. 22 CHICAGO at CANADIENS	Saturday, Jan. 10 BOSTON at TORONTO	Saturday, March 14 RANGERS at TORONTO
Saturday, Nov. 29 DETROIT at CANADIENS	Saturday, Jan. 17 BOSTON at CANADIENS	Saturday, March 21 BOSTON at CANADIENS
	Saturday, Jan. 24 BOSTON at TORONTO	

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HOCKEY—Inter-section

Inter-section hockey got under way on November 3rd at the Winnipeg Arena with four of the five teams taking part in the opening ceremonies. All teams have strengthened their clubs and a good season can be expected.

BADMINTON

The Station Curling Club started their season by holding a novelty Bonspiel last month. The club boasts a new ice-maker this year, and the ice is in first-class shape. Bouquets to F/L Brock and his able executive for a job well done. Their rink is one of the first in the city to get off to such an early start.

VOLLEYBALL

It is hoped to start a Volleyball league again this year. Six teams have been lined up so far, and more will be welcome. Contact the Rec. centre if your section wants to participate in the league.

FLYING WING NEWS

It would seem that the new cars purchased by many members of Flying Wing last spring really paid off, that is, if the present trend to get engaged or married is any indication. You have perhaps noticed an ex-Chromemobile owner walking around about six inches off the ground. Yes, the confirmed bachelor of AI Squadron is engaged!—the big day is to be the 21st of January. Congrats, Bob.

The fall has meant for some, a bit of well-earned leave, and for others a little more time to indulge in the noble and ancient arts of fishing and duck hunting—pastimes which produce many a wonderful and colourful tale, to be related at the pilots' winter roundtable.

However, relaxation is not the keynote, as frantic searches retrieve winter woolies, and those time honoured "blues" from the battlegrounds of the moth.

Bulletins from Dak Squadron!:

TRANSFERRED

F/O A. E. Lloyd to Maritime Air Command, with posting to Maritime OTU.

F/O J Guest to AMC, C.E.P.E. Operations Staff, Ottawa.

CONGRATULATIONS TO:

F/O and Mrs. I. Blackburn (Blackie), have Taken On Strength a baby boy, Richard Blackburn, 7 lbs. 13 ozs.

Which winds up Flying Wing news for this issue.

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1. Use your Savings Account strictly for saving.
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MESSAGE FORM

FILE 27

FOR COMMERCIAL USE		MESSAGE FORM		FILE 27
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TO	COMMENTS	22		
INFO	TO ALL RCAF STATIONS:			
	NATO INTELLIGENCE REPORTS INDICATE INCREASING SUBMARINE INTEREST			
	IN STUDYING NORTH ATLANTIC OCEAN FLOOR OFF CANADIAN AND AMERICAN			
	COASTS CMM POSSIBLY SEEKING FOR MISSILE LAUNCHING SITES PD EACH			
	REPORT INCREASES IMPORTANCE OF MRC ROLE AND OF ARGUS ASW AIRCRAFT			
	PD CANADAIR ARGUS PRODUCTION PROCEEDING ON SCHEDULE AS DEVELOPED			
	AND TESTED IMPROVEMENTS ARE INCORPORATED			
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regularly.

It's a Cruel World

There is just enough truth in the saying to make it commend belief in any age.

But the complexities and competition of modern life make it seem particularly applicable to our times.

From the tensions of such an age some people escape by the use of barbiturates, tranquillizers, or **ALCOHOL**.

In every one of these lies great danger, especially if used in excess.

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One in a series presented in the public interest by the

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Department of Education, Room 42,
Legislative Building, Winnipeg 1.



3-11-58

VOXAIR CROSSWORD PUZZLE

ACROSS

1. Save
7. Border
9. Toupees
14. Secret
15. Mocaw
16. Money of India
17. Dared
18. Felonious
20. Jurist's gown
21. Press item
23. Dedicate
24. Poorly
25. Furs
27. Sleuth (slang)
28. Split
30. Patrolman's route
32. Bereaved
35. Furniture wood
37. Fake coin
39. Signifying maiden name
40. Sources
44. Manager of another's affairs
46. Noise
47. Force
49. In condition
50. Facts
52. Travel route
54. Sweet liquid
58. Night before
60. Sap
62. Anthology
63. Eastern national
64. Personality
65. Roasting iron
66. Friendly gesture
67. Repeat verbatim
68. Minus
69. Bill repeatedly
70. Presser
71. Pay up
72. Half ems
73. Supplies a party

DOWN

1. Printed in red
2. Register
3. Steady
4. Small bay
5. Rubber tree
6. Actor Albert
7. The short hairs
8. Blunder
9. Girl in a mobcap
10. Relinquishment of a right
11. Not guilty
12. Annoying insect
13. Auction
14. Joined
15. Seize
16. Dignified
17. Season
18. Lack of clarity
19. Green sod
20. Professional charge

34. Athletic shirt
36. Mend
38. Appearance
40. Peculiar
41. Narrow inlet
42. Bank dividend
43. Social climber
45. Untidy house
48. Soup vessels
51. Loath
53. Set up lines
55. Pillage
56. Binder
57. Fathers
59. Dine
61. Mild medical acid
63. Nut used as soda flavor
64. Hot place
65. Undraped
67. Highlander
69. Bank trouble
71. Period



For solution to Puzzle see page 39.

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SECTION NEWS

ELECTRONICS AIR-MAWDESLEY HALL

The big news of the month was the promotion list and congratulations are extended to WALLY CHITRA and TED GARRETT, both are now Flight Lieutenants.

Dave Hache is chief co-ordinator for the station bond drive and can be seen each day from 4 to 5 PM busily computing his days sales. He reports a good response but doubts if last year's total will be surpassed.

Musical talent has always been abundant in the electronics section and this group is now composing a theme song for Mawdesley Hall. TOMMY CRAWFORD is in charge of this project and may write the lyrics using his banjo as a training aid. Incidentally, Tommy will be leaving us in December. He is being transferred to the Radio Officers stronghold "Maritime Air Command."

JOE SMITH has just returned from two weeks vacation in eastern Canada, and is telling some great stories about ducks encountered on the return trip. He evidently spent some time in Paul Bunyan's home "Bemidji" and in one particular spot there, he encountered over a thousand ducks, all mallards and really, really big. Perhaps there's more to this Paul Bunyan story than we had previously heard, or maybe Joe was affected by the local climate, then again, maybe the ducks, like Paul himself, are bigger too.

Our Boss Man "BILL KENDALL" has finally become Canadianized and is now turning out for bowling on Thursday evenings. "Jolly Good Bill."

TED TEIMAN has taken on an extra task, that of writing short resumes on the current library books, so if you want to make sure you get the type of book you want, read Library news in the *Voxair* by F/O Ted Teiman, next month.

ARCHIE TOMPKINS is back in the swing of things after spending his vacation in eastern Canada, and is looking forward to his tentative posting to the ECM course, slated for December.

111 C & R

Greetings from 111 Orderly Room. This is your brand new reporter bringing you the latest from the Heppiest Hanger on the Station. At this point I am still trying to figure out how I got this job, but stay with me friends and I will give this writing bit a try.

New Faces From Places

Among the many new faces in the hangar is SGT. DOERKSEN hailing from Air Div. headquarters, France. The Sgt. can be found in 111 Orderly Room as can yours

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truly, DOT CARGILL. Day in day out beating on those typewriter keys for the OC, oh but enough of this chit chat, on to more people. Latest additions to the officers' squad include F/O DAY, F/O PROSSER and F/O HENGEN, all from 2AOS. Warm welcome is extended to all these new faces and hope they will have a long stay with us.

Plans are in the making for a section party to be held the 25th of October, from which we will have nothing left but memories by the time you read this. The party is the first venture of the new entertainment committee and by the looks of things they plan to do a tremendous job.

Two happy fellows can be seen wandering about the section sporting a brand new bar to keep the old one company, they are F/L SMITH and F/L JEFFS. Congratulations a reward well deserved.

111 C & R is also doing their bit for the PMQ's as CPL. McORMAND was elected as councilman for his ward. We are sure he will make a success in this new job. Also in passing we would like to pay tribute to another member of 111, CPL. RICHARDS and his wife ENID who have done so much for the Teen Agers on this station. Cpl. Richards was a councilman last year and put a great deal of time and effort into making the Teen Club a great success. Now that his term of councilman is over we would say Goodbye to CPL. RICHARDS and Welcome to CPL. McORMAND.

Latest member of the male population to take that long walk is none other than LAC DOHERTY, who traded in his wolf whistle for a brand new ball and chain Saturday, 4th of October. LAC DOHERTY and bride now reside on Cornish Ave.

Old Faces, New Places

CPLS. FLORENCE and ALEXANDER are among the lucky ones being sent overseas. CPL. THOMPSON was transferred to St. Hubert and CPL. FORTNEY to Stn. Trenton. A stag was held on the 17th of September and a good time was had by all, so I'm told, and by the aspirin sales in the Flightway the following day I guess it was. Best wishes go with each of the Corporals and we hope they will return again some day.

Latest addition to the 1975 football team was JR. MATERI whose proud poppa, CPL. MATERI, assures me will be a halfback. Mother and baby are doing nicely.

Till the next edition remember it takes the same amount of muscle to smile as to frown, so relax and enjoy yourself.

Dot

* * *

AOS OFFICERS PROMOTED

As mentioned in "Waldo Wanderings," five officers on the staff of

AOS were the happy recipients of promotions to Flight Lieutenant at the end of September.

Here are their names and a few pertinent details as to where they are from and what they do at AOS:

F/L V. N. (VIC) MacDONALD

"Vic" was born in Grande Prairie, Alberta, but was raised in Heart Valley, Alberta, and considers it to be his home town.

He joined the RCAF in May, 1951, and graduated as a Navigator in March, 1952. After receiving Operational Training at the Maritime OTU in Greenwood, he was employed as a staff Navigator, and Operations Officer at Greenwood. He was posted to Winnipeg in 1956, and on completion of the Staff Navigation Instructor's Course was

transferred to AOS. He has been employed as a staff instructor, and, more recently, as a Course Director.

Vic, his wife Esther, and daughter Evelyn, reside at 21 Cherry Hill road in Winnipeg.

F/L J. P. (PAUL) VAILLANCOURT

At the present time Paul is away attending the Junior Officer's Administration Course at Centralia, and so no complete information can be obtained regarding his service history. It is known that Paul was a staff Navigator in Air Transport Command for several years, and that he has been at AOS for quite some time now.

He is single, tall, dark and handsome, and drives a Parisienne convertible. His six foot four frame usually can be found in or around

the OT/CD section. (Sorry girls—the phone number must be withheld for his safety — line forms on the left!)

FLIGHT LEUTENANT E. E. (DICK) HAENNI

"Dick" Haenni is a former Weyburn, Saskatchewan resident. He was born in Yellow Grass, Sask., but resided in Weyburn and was educated there. He joined the RCAF in 1951, and graduated as a Radio Officer at Clinton, Ont., in February 1952. After completing the Transport OTU, Dick was transferred to 137(T) Flight at Langar, England. He was employed as a staff Radio Officer at Langar until January 1955. On completion of his European tour, Dick was posted to the SORI course in Winnipeg, with subsequent transfer to the staff of 2AOS. Since his arrival at the school, he has been employed as an Electronics Instructor.

Dick is married, and he and his wife Sylvia and daughter Joyce reside at 331 Ness Ave.

FLIGHT LEUTENANT W. (WALLY) CHITRA

"Wally" was born and raised in Thorhild, Alberta. He joined the RCAF in July 1950, and served as a Radar Technician until late 1951, at which time he remustered to Aircrew. He graduated as a Radio Officer in February 1952. He was then transferred to Greenwood's 405 Squadron, and in 1953 to Summerside as a staff Radio Officer at the Air Navigation School. In the same year he was posted again, this time to 111 C & R Flight at Winnipeg. 1956 was the year when Wally left his position as Radio Leader of 111 to take up instructional duties at AOS.

F/L Chitra is married, and his wife Lucy and children Murray and Anna reside at 488 Conway.

FLIGHT LEUTENANT E. M. (TED) GARRETT

"Ted" was born and raised in Edmonton. He joined the RCAF in May 1951, and graduated as a Radio Officer at Clinton, Ontario in March 1952. After completing the Maritime OTU he was transferred to 404 Squadron at Greenwood, N.S., and was employed as a staff Radio Officer until his posting to the SORI course in June 1956. At present Ted is employed as an Air Instructor at AOS. His wife Helen and son Ted Jr. reside at 122 Braintree Crescent.

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WALDO WANDERINGS

It's a hit to deep centre field—there goes Aaron rounding first, headed for second . . . well, anyhow, it was a fine series, and judging by the great silence all over the station, almost everyone was watching and listening with bated breath for the result of each play.

It is really quite amazing how everyone gets that "Series Fever" each year. Even though the Major Leagues are only occasionally mentioned throughout the year, the whole nation becomes alert for hits, runs and/or errors as soon as the Series starts. People who wouldn't know a baseball from a manhole cover, or an on deck circle from a hula hoop, suddenly burst forth with statistics, bets and opinions that would drive the average baseball writer into the mad house. Reasons for why Ford threw that slider in the fifth inning of the 1957 series come out as glibly as if Ford had actually pitched that particular ball. Statements like "What's that idiot Stengel pulling the pitcher for?" come hot on the heels of a grand slam home run after the pitcher in question has allowed three walks and three hits in the first inning of the ball game. However, it's the only chance we arm-chair managers have to run a ball club, so perhaps we can be forgiven.

In wandering around the corridors, I've noticed several new faces and missed several old timers. The

various section reporters will no doubt have all the names and statistics for you at a later date. Some of the names that come to mind are F/L JACK LUMLEY headed for Biloxi, Miss., F/O MOOSE MULLIGAN off to CFS, and as I say, several I can't think of at the moment.

Oh yes — it seems that TOVARICH TOMPKINS is preparing sun-tan oil, beach towels, theory texts and several other accessories in a preparatory move towards a stay on the Gulf of Mexico. Good SHEW Arch, let's hope that they don't cancel it!

Speaking of Mexico, the TIGER of the Exam Centre, F/O MEL KENNY, will be relaxing amid señoritas, Tequila and such when this goes to press. Have fun Mel, and remember—"If you play with the Bool, you will get the horn!"

F/L JOE TETRAULT is back from a thirty day rest in Nova Scotia. Being a capitalist, Joe used the facilities of the local railways for the trip, and reports that the service was, as usual, excellent.

F/O "WICK" WARDMAN is eyeing the Transport Command operations with a wary eye as he prepares to tackle (T) OTU. Some people are just born lucky I guess.

F/L "DUKE" VERHELST departed in a cloud of decoys for a major assault on the Saskatchewan duck population. When last seen he was hotly pursued by his black

Labrador friend, outbound on the West leg of Winnipeg Radio Range.

F/L AL CRANE, the Exam Centre mogul, is sporting a new "Mayfair" hard top. Nice car—all we need now is an Ivy League hat and a long checkered scarf!

Congratulations are in order to no less than FIVE new F/L's. F/L DICK HAENNI, TED GARRETT, WALLY CHITRA, VIC MADDONALD and PAUL VAILLIAN COURT are wearing wide smiles. See elsewhere in this issue for a write-up on the boys.

Curling fever is catching on lately. Yours truly, after shelling out \$18.00 for self and wife is now ready to begin playing the "Roaring Game." HAVE BROOM — WILL SWEEP — anyone need a lead or second?

I notice several dozen people are participating in the Rec Centre's 5BX physical fitness program. The routine lasts 10 weeks, and from experience I can safely say that it is the best program of its kind anywhere. Why not phone up and register? The results of participation are guaranteed — you'll either lose that Grape Shape or harden it up enough that it can be used as a weapon.

As the sun sinks slowly in the west, I take my leave of the print page with this parting shot from the "I don't care" department:

"I don't care who you are fatty, get that sleigh and reindeer off the roof before I call a cop."

WALDO

TARMAC TALES

No. 10 Hangar had its Section Party last week and due to the herculean effort put forth by the committee members, it was regarded by all who attended, a terrific social success. The committee provided us with supper by candlelight preceded by cocktails and followed by a good evening of dancing. They even managed to put on a few spot dances, a door prize and a hula-hoop contest in which we noticed most of the brittle members refrained from partaking. We, the personnel of No. 10 Hangar, wish to heartily thank all the committee members for a good show.

We understand CPL MERRIAM and his brother-in-law are in the chicken ranch business. Anyone for eggs and nice fat chickens?

LAC LISSELL has been selected to report to Trenton, Ontario for the Ignition Analyser Course—Good luck, Bob.

LAC LAFORTUNE will soon be taking leave and intends to take his "power packed" Ford down East. All our prayers go with him as he will probably need them.

Now comes the latest "Gen" from No. 1 Hangar. With a prospective pugilist already in the name of LAC and MRS. "PERRY" BARSON we are happy to hear the cheering section has been strengthened by the addition of a 6-pound 10-ounce baby girl.

CPL LINDBECK and LAC SUTHERLAND are reclining in Deer Lodge Hospital. Cpl. Lindbeck has a knee injury which will keep him there for a time. On FS BARLOW'S first visit "Aif" was found surrounded by pretty nurses—Wonder why?

Dakota Servicing has been

strengthened by the addition of CPLs. MARANCHUK, RANKIN and LAC's TOKARCHUK, DASILVA, BRUNDIGE, WATTS and GREEN. Departments were: CPLs. ALLCROFT, CHASE and LAC's DESCHENE, CHARLES, WYMAN, PAQUETTE.

Among the intelligentsia we find SGTS. BELL and NOVAK proudly sporting a new Group 4. Congratulations!

Mystery song title of the week: "Who Put the Horseshoes in Mr.

Four Hangar

And now for the news from "Four"—It looks like No. 4 Hangar did it again. By this statement it is meant—we picked up all the marbles in a recent "Fire Prevention Week Contest." This pleasant surprise must come as a drastic shock to other sections and especially our "Big Brother" No. 16 Hangar. All credit for this remarkable feat does not lie in the presence of one person but to all personnel associated with Four Hangar. A job well done we must say—considering the age and condition of a wartime hangar that at present is held together by numerous coats of paint, warped siding and rusty bolts. May she still continue to show the way for others to follow.

The event was a symbolic presentation, to our "Chief," FS FISHER-SMITH, a bronze trophy placed in his ever loving hands, by the Commanding Officer, G/C MITCHELL.

We are pleased with the opportunity of being first and all challenges will be greatly received—Any takers?

Now we introduce the man of the month from No. 4 Hangar—he is LAC J. C. TINLIN, born Sept. 22, 1932 at London, Ontario. Before joining the RCAF he was employed as a commercial artist by some major companies in South-western Ontario. Joined RCAF Jan. 1952. Came to Station Winnipeg Sept. '54. Met his wife, a civilian employee at CE Section of Station Winnipeg, 1956. Married 1956. Has two children, girl and boy. Active member of the Station Fund Committee, serving on various sub-committees to develop smoother running of certain station facilities. Has just been elected alderman for PMQ Council of Ward "Q." Besides above mentioned activities he has also been studying DVA courses, summer school at Queen's University and at present is readying himself for entrance into university under the RCAF education plan.

Due to a paper war and R211's, Servicing Squadron is squeezed into departing from its usual lengthy monthly news report. From this imposing structure of concrete and steel we wave farewell for another month.

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Murphy's Basement?" *Shure,, an' ye couldna' be needin' the practice, Murph?? Now couldya??*

Wonder why "ROBBIE" volunteers for grave-yard shift?—Could be he wants more time to work on his second million laying sod over at the Jameswood Park area. Can't say he isn't starting at the bottom, eh!

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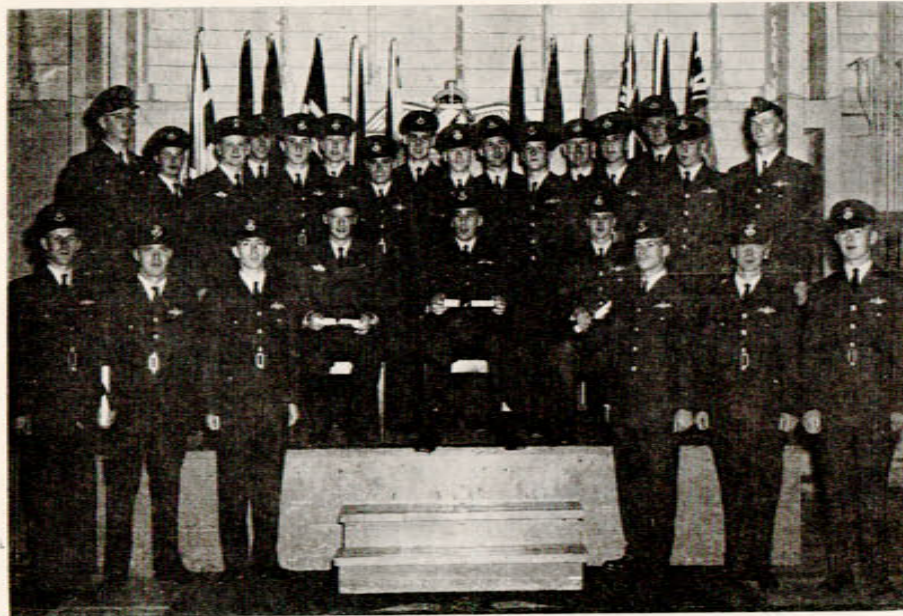
AGENTS FOR
**ALLIED
VAN LINES**



SOLUTION TO CROSSWORD PUZZLE ON PAGE 35

ACROSS		DOWN	
1. Rescue	40. Origins	1. Rubric	34. Tee
7. Hem	44. Trustee	2. Enroll	36. Knit
10. Wigs	46. Din	3. Stable	38. Guise
14. Untold	47. Dint	4. Cove	40. Odd
15. Ara	49. Fit	5. Ule	41. Rio
16. Anna	50. Data	6. Eddie	42. Interest
17. Braved	52. Tour	7. Hackles	43. Snob
18. Criminal	54. Syrup	8. Err	45. Sty
20. Robe	58. Eve	9. Maid	48. Toureens
21. Ink	60. Bribe	10. Waiver	51. Averse
23. Devote	62. Ana	11. Innocent	53. Rig
24. Ill	63. Korean	12. Gnat	55. Rapine
25. Seals	66. Ego	13. Sale	56. Unite
27. Tec	67. Spit	19. Met	57. Paters
28. Cleft	68. Overture	22. Nab	59. Eat
30. Beat	70. Recite	25. Staid	61. Boric
32. Reft	72. Less	26. Tuff	63. Kala
35. Oak	73. Dun	29. Fag	64. Oven
37. Slug	74. Ironer	31. Salt	65. Nude
39. Nee	75. Ante	33. Fee	67. Scot
	76. Ens		69. Run
	77. Caters		71. Era

GRADUATING CLASSES



GRADUATION CLASSES 5711 LR 5711 RO 5713 AI

Back L - R F/L VN Macdonald, F/O GE Turner, F/C A Grefsrud, F/C FG Blumensadt, F/C EG Lanfanconi, F/C SM Breitner, F/C DA Gagnier, F/C AE Caithcart, F/C RR Hawgood, F/C GL Greer, F/C AE Jones, F/C GA McConnell, F/C JF Mann, F/C MC Howlett, F/C RG Bumstead, F/C BM Arnold. Front L - R F/O RS Partridge, F/C JP Gahan, F/C GR McCleod, F/C SI Korsvold, F/O RJ Lovegrove, F/C DG George, F/C JL Belanger, F/C MR Brayman, F/C HJ Emson.

THE BOOK SHELF

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Saturday and Sunday	Closed all day	



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