

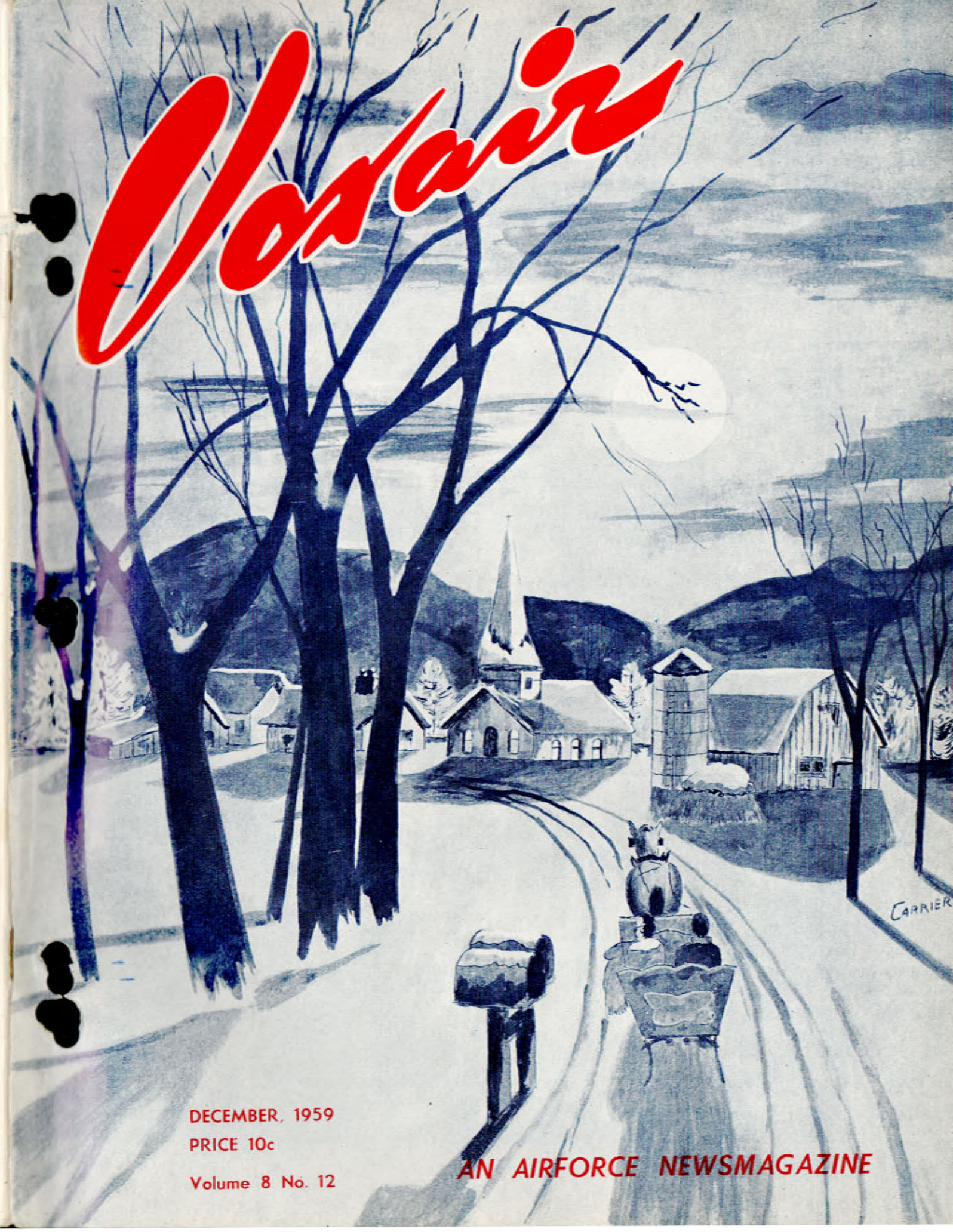
Season's Greetings



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Notair



DECEMBER, 1959

PRICE 10c

Volume 8 No. 12

AN AIRFORCE NEWSMAGAZINE



Season's

AS 1959 ends, all ranks can be justifiably proud of the year's endeavours, including the recent completion of Training Command Headquarter's move to Winnipeg.

The success we have enjoyed in accomplishing our primary training role is due to the whole-hearted co-operation of all personnel within the Command. All ranks are to be commended for their efforts.

The New Year will bring problems that again will require a high degree of liaison, co-operations and mutual understanding. By continuing and improving each person's contribution, we can be confident of further success in 1960.

Air Vice Marshall John G. Bryans, CBE, CD,
Air Officer Commanding, Training Command

IT IS indeed a pleasure to have the opportunity through the medium of Voxair to extend greetings for the Festive Season to the staff and students of No. 2 Air Observer School and to all personnel on RCAF Station Winnipeg.

During the past year the AOS has completed its training schedule on time and has graduated its quota of students to meet the demands of the Operational Commands. These have been no mean achievements when one remembers the sub-zero temperatures of the early part of the year, the parades in which we all participated and the many minor difficulties associated with summer training. To the individual, these accomplishments have meant a good deal of overtime for Servicing and Maintenance personnel, short holidays for the AOS staff and inconveniences to many in other sections of the Station. The results show that the co-operation of all sections has been excellent and I can assure all of you that it has been much appreciated.

In addition, on behalf of the Curling Club Committee, I should like to thank all those who helped with the renovation of the Curling Rink. The job is only partly completed but I think you will agree that it is an improvement over last year. To those of you who curl, may you always hit the broom and have the right weight on your rock. To those of you who helped but do not curl, we extend a standing invitation to come and enjoy the fruits of your labor.

I wish all of you a very Merry Christmas and a happy and prosperous New Year.

Wing Commander D. C. Evans, DFC, CD
Officer Commanding
No. 2 Air Observer School.



Greetings

TO the members of Station Winnipeg and their dependents, and to all other readers of Voxair, I would like to extend cordial greetings at this festive season.

RCAF Station Winnipeg continues to achieve new high standards of efficiency and to bring credit to ourselves and to the Royal Canadian Air Force. 1959 has been marked with a number of notable events and achievements, high amongst which have been the visit of Her Majesty Queen Elizabeth II, the largest and most successful Air Force Day in Winnipeg's history, and the transfer to Winnipeg of Training Command Headquarters. We can look forward to 1960 with high hopes and a firm belief that whatever the New Year holds for us we will meet the challenge with confidence, and add further laurels to our proud and enviable record.

To everyone may I wish you a happy and contented Christmas, and a cheery and prosperous New Year.

Group Captain J. Mitchell, DFC, AFC, CD,
Commanding Officer, RCAF Station Winnipeg



I AM pleased to have this opportunity to extend to the Staff and students of the Central Navigation School and their families, my warmest Christmas Greetings and my best wishes for happiness in the New Year.

1959 has been another year of continued effort by the CNS to keep pace with the rapid scientific and technological advances in aviation. Our efforts have met with success and we have every confidence that they will continue to be successful if we pursue them unremittingly.

It is my sincere hope that 1960 will bring continued health, happiness and prosperity to each of you.

Wing Commander K. R. Greenaway, CD,
Officer Commanding,
Central Navigation School



Flight Lieutenant R. Sotolov,
Editor—Voxair



Peace On Earth

WITH the Christmas season fast approaching, it is almost inevitable that the majority of us will remember with a good deal of nostalgia, those gay, joyous times, the parties attended and the turkeys long since consumed, that were the highlights of festivities past, and are the anticipatory mouth-watering marks of the season now approaching.

For some of us, our hearts and thoughts will turn to loved ones at home, or abroad, whilst others more fortunate will participate in family festivities here in Winnipeg. The more imaginative of us conjure up in our mind's eye, Dickensian pictures of the Yule log burning with an unprecedented warmth and brightness, not experienced elsewhere, of the gala brilliance of the coloured lights on the trees, holly and mistletoe, and tableaux that brighten the exterior of our homes, but of all pictures that count the most, it is that of a still sleepy child, eyes slowly opening wide in wonder and anticipation at the gifts that have mysteriously arrived beneath the tree. And this is the way it should be, for we are celebrating the annual festival of Christmas, commemorating the Nativity.

The origins of the festival are unknown, perhaps stemming from pre-Christian rites of Germanic and Celtic tribesmen. Certainly we incorporate a number of heathen customs such as the use of holly, mistletoe, the wassail bowl and the Yule log. We know that the Romans probably gave us the legacy of the Christmas tree, and by the migrations of the various peoples of this world throughout the centuries, we have eventually acquired this manner of celebrating this holy occasion.

This is the season of peace, and by its very nature, all peace loving people across the world are joined under a common bond at this time. Political doctrines in most cases are put aside for a moment, decisions are delayed temporarily, and erstwhile foes join each other in wishing all concerned "Merry Christmas."

What a wonderful world it would be if the spirit of Christmas were to extend all year long, but what a vain hope. With poverty, disease and ignorance still abounding throughout the world, the enthusiasm and the spirit dies easily, and the old fears and influences gain their place. But in this nation, we can hold our heads proudly, for there is expressed in our way of life, the friendship to all, and the helping hand, with the earnest desire to do our best to promote Peace on earth, and Goodwill unto all men.

E.T.

THE LEGEND OF MISTLETOE

TEN MILLIONS of homes throughout the Western world, Christmas is a time to hang a curious-looking sprig of green with white berries in the living room.

It's mistletoe of course, Nature's "license" for kissing any pretty girl who stands beneath it.

But mistletoe means different things to many other peoples.

To the superstitious, it's an all-healing plant . . . it wards off poisons . . . keeps animals healthy.

In voodoo rites, it's an antidote for apoplexy, palsy and epilepsy. Some people think it comes from the sun . . . others think it's a gift of Jupiter. The latter also believe it "helps old ulcers and the corrupt humors."

There are elders who expect to soothe what ails them. Actually, modern researchers find that its active principle (guipson) does indeed relieve hypertension—often an old-age ailment. It's valuable, too, in treating nervous disorders!

But to most of us it's just plain mistletoe—a "kissing plant."

And though it can help medically—it is not to be tried by the layman—only strict medical surveillance brings beneficial results.

What is this strange plant that's been regarded as

a bestower of life and fertility . . . a protector against poison . . . a potent all-healing medicine?

Encyclopedias use the customary long Latin words to describe it. But to the uneducated—especially among primitive peoples of the western world—it's been a plant with magical powers for a long, long time.

Ancient Druid priests were among the first to expound its "virtues." They especially sought mistletoe on oak trees. When found—on the "sixth night of the moon"—they'd cut it with a golden scythe and catch it in their flowing robes.

Two white bulls were sacrificed on the spot while prayers were offered the gods in appreciation of their "gift."

The famous Golden Bough which legendary Æneas plucked to insure safe conduct on his perilous journey to the nether-world—was mistletoe. And ancient Greek marriage rites—which used mistletoe—are said to be the forerunners of today's usage as a "kissing plant."

While most Americans favor that interpretation, there are others who cling to Old World customs. Folks in Louisiana Bayou country see it as a power to "ward off conjurers." Tiny figurines of mistletoe berries are hung above their fireplace for protection.

Elsewhere in the South, legend has it that a decoction of mistletoe will dry up mother's milk.

But for stranger legends, we have to globe-hop. Tyrolean treasure-seekers think they've reached their goal wherever mistletoe is found growing on hazel.

In Cambodia, a mistletoe brew renders a person "invulnerable to mortal harm." And Welsh farmers consider it lucky to present a bunch of mistletoe to the first cow that calves in the New Year.

There are Celts and Scandinavians who still pluck it ceremoniously on Midsummer Eve—a vestige of the old Druid rite!

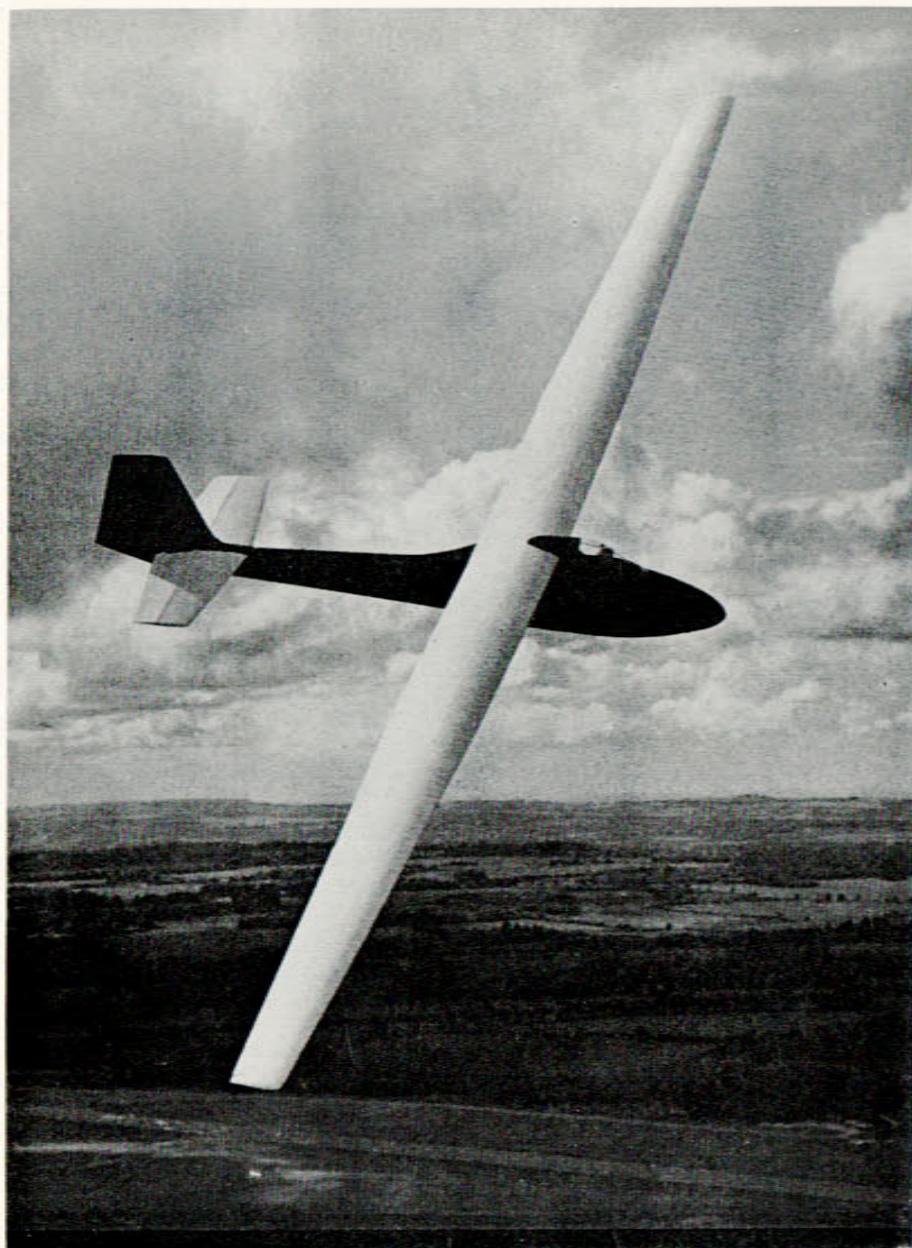
This simple plant has produced all sorts of expectations; relieved sundry anxieties. Some come by it through field excursions; others purchase it in stores.

Just as the varied superstitions and meanings of mistletoe have been changed by some peoples and expanded by others through the centuries, today's distribution of the plant has a similar international flavor.

The world's largest producer—Orchids of Hawaii, Inc. in New York has mistletoe picked, packaged and distributed from sprigs that grow in Texas. Bear in mind that the "kissing custom" originated in Europe and you can trace a merry route to your neighborhood store.

There you see the finished product—provocative packets labeled "Kiss and Tell" and "Kissing License." It's a modern, mechanized addition to the many strange and awesome directions legendary mistletoe has taken through the ages.





The Skylark III sailplane manufactured by Slingsby Sailplanes Ltd., of Kirbymoorside, Yorkshire, England. This sailplane has won two British National Championships and was placed second in the 1958 World Gliding Championship in Poland.

BRITISH GLIDER EXPORTS

By ANNE INCE

London journalist and writer
on gliding

BRITISH glider exports are on the move upwards, and the world-famous Slingsby Sailplane Works celebrated in September the 25th anniversary of their move to the present factory premises at Kirby Moorside, near York, with an increasing overseas trade order book. At the present moment 18 per cent of the total revenue of the company comes from sales abroad, and this percentage is expected to rise to at least 22 per cent by next year.

In all, apart from considerable wartime orders for military gliders, well over 600 gliders and sailplanes have been sold to gliding clubs and individuals all over the world since that move in 1924. From 1948 until 1957 Slingsby sold mainly to the Middle East, the Argentine and India, but later the emphasis of their programme changed to supplying a Common-

wealth and Benelux market. South Africa, Rhodesia, Kenya and New Zealand, in particular, are enthusiastically importing these machines, and Canada is now showing a great interest.

Championship Winners

In addition to their two types of two-seat trainers Slingsby's have four sailplanes in current production, perhaps the best known being the Skylark III with an 18-metres span. This has won two British National Championships and was placed second in the Open Class in the 1958 World Gliding Championships in Poland. With its basic price of £1,240 ex-works, this is no mean achievement when it is realized that many of its competitors are quoted at £7,000 and upwards.

The 15-metres forerunner of the Skylark III, the Skylark II, is a well proven club and syndicate machine which conforms with the requirement of the International Standard Class. It was the first laminar flow sailplane in the world to go into series production and is popular because of its lightness, cheapness and robust design. Its excellent handling qualities and high manoeuvrability allow it to be flown by experienced pilots and championship experts alike. The Benelux countries are particularly interested in this product, and at the recent Dutch National Gliding Championships the twelve best pilots were handling Skylark IIs.

Bought in Kit Form

Slingsby's introduced their newest type—the T. 45 Swallow—in 1958 to meet the need for a cheap, simple to construct, intermediate performance glider, suitable for training pilots as soon as they have passed the initial stage of dual training. This has proved very popular with buyers overseas, who frequently purchase it in kit form—with its inherent advantages of reduction of purchase price and cheapness of freight—and construct it locally with amateur labor. The Eagle T 42 tandem two-seater is regarded as a good compromise between a high performance trainer and a contest winning sailplane.

Elliotts of Newbury Ltd., the other British glider manufacturers, whose main bread and butter business is that of producing furniture, have concentrated on fewer types. Nonetheless their trade overseas is also on the increase. The firm has directed most of its efforts into developing the Olympia IV

series, a very high performance laminar flow sailplane. Their effort culminated in 1958 in the outstanding competition sailplane, the Olympia 419, a 19-metres version whose relationship to the original can be traced only through such features as wing root fittings and some of the fuselage structure. The good handling qualities and high performance ensure its participation in the Open Class of the 1960 World Gliding Championships in the expert hands of Commander H. C. N. Goodhart, Britain's number one pilot.

Sold to Russia

A recent Russian trade mission to Britain expressed great interest in this type, and discussions are now taking place with the manufacturer. The U.S.S.R. has already bought a Skylark III.

Few details are yet known about a new Elliotts standard class machine which the company is reputed to be building for the coming World Championships.

The healthy nature of the British gliding movement was demonstrated earlier this year when two world records were broken in the National Gliding Championship. The 81 gliders taking part were valued, with their equipment, at well over £100,000, and the active flying membership of the 43 clubs affiliated to the British Gliding Association continue to show a firm annual increase in the region of 1,300. This year, for the first time, British gliders were demonstrated at the Society of British Aircraft Constructors' Farnborough Air Display.



The Olympic 419 sailplane designed by the British firm of Elliotts of Newbury Ltd., Berkshire, England. A feature of this high performance sailplane is its 19-metres wing span.



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Royal Guard of Honor



Receiving the plaque and congratulations from the Mayor is the Station Commanding Officer, Group Captain J. F. Mitchell watched by (left to right) Warrant Officer S. Lisowski, Station Warrant Officer, and Leading Aircraftman E. Melynychuk, Leading Aircraftman R. B. McKay and Corporal M. E. Lee, representing the Royal Guard of Honour.

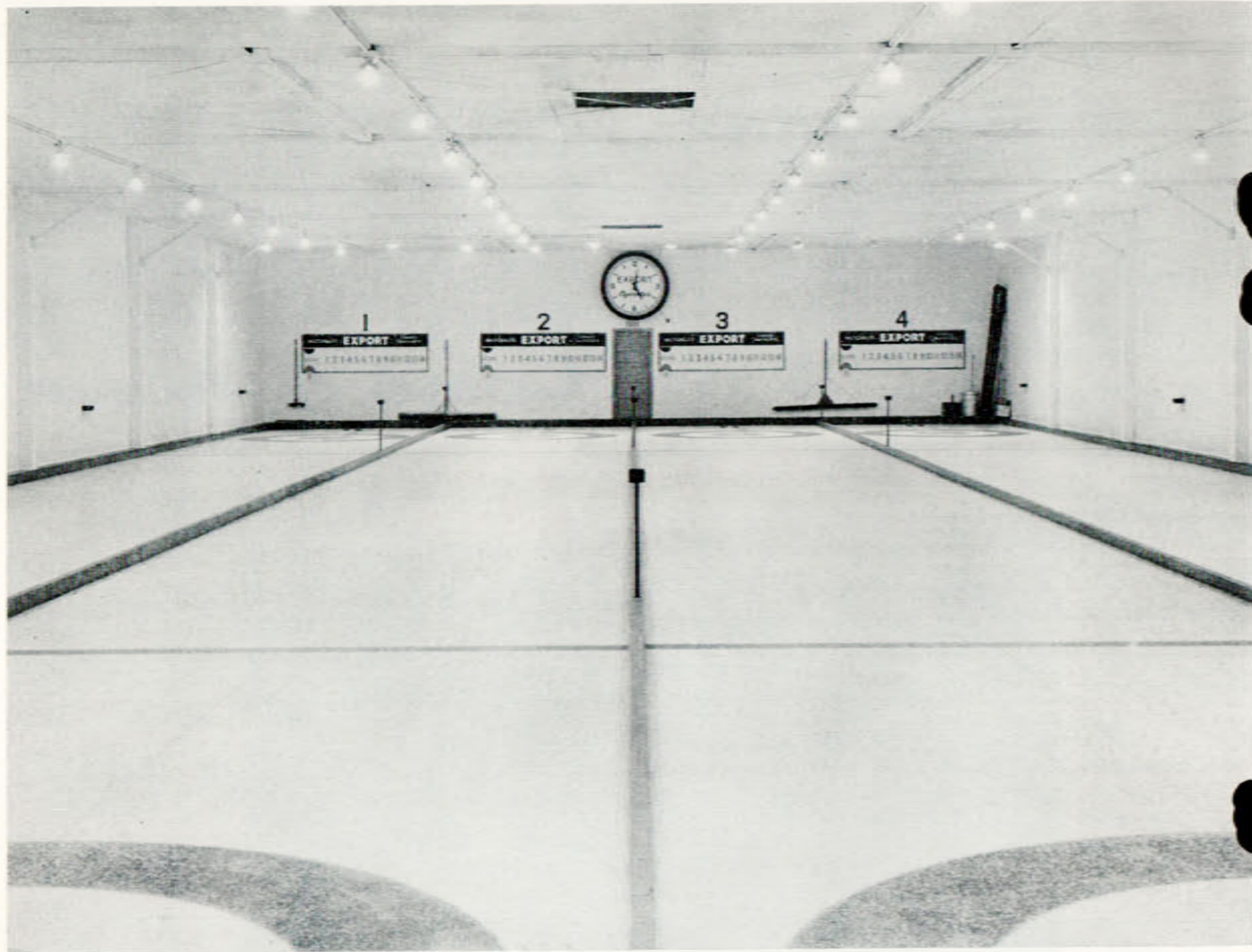
Recognition of the part played by RCAF members in this year's Royal Visit to Winnipeg was given at the RCAF Station here when Mayor Stephen Juba presented an engraved plaque commemorating the event to personnel of this unit.

The plaque is a replica of the Winnipeg City Crest in burnished copper, mounted on wood and surmounting a plate bearing the inscription:

"Presented to the Commanding Officer, Group Captain J. F. Mitchell, DFC, AFC, CD, and participating personnel of the Royal Canadian Air Force in appreciation of their superlative performance on the occasion of the departure of Her Majesty Queen Elizabeth and Prince Philip, by Mayor Stephen Juba, City of Winnipeg, July 25, 1959."



THE PLAQUE



Interior View of the Club.

CURLING AT STN. WINNIPEG

By F/L W. A. GRYBA

ANY afternoon or evening, on any day of the week during the fall and winter months, the RCAF Station Winnipeg Curling rink resounds to the clatter of granite and shouts of fledgling "Ken Watsons" engaged in the "worlds most slippery game." The curling fever has once more gripped the Station!

By location, Station Winnipeg is in the heart of curling interest in Canada. It is here in Winnipeg that

most of the all time greats of Canadian curling were created. The major winter sport in Winnipeg is curling. It is only logical then, that with such great local interest in the game, new arrivals to the station are soon infected with the curling bug. It has been said that most people arriving on the station during the curling season buy a broom as part of the reporting-in procedure!

The curling rink itself consists

of four sheets of artificial ice housed in a steel building situated on Whyteford Road, only a few yards from the main gate. The building, which is mainly the result of many hours of hard work by volunteer workers, is a credit to the station. This year, after a major face lifting and painting effort by club members, the interior of the rink boasts plate glass picture windows overlooking the ice

surface, a new ceiling and walls surrounding the interior playing surface, and a harmonious blue and white paint job highlighted by new lighting fixtures. In all, the RCAF rink is second to none for playing comfort and excellence of accommodation.

The 1959-60 season should be a banner year in curling at this station. The Regular League consists of 72 rinks. The Mixed League has 20 rinks, Junior League 20, and Ladies' League 16 rinks for a total of 140 rinks in scheduled competition!

In addition to league play, the facilities of the Station rink will be used during at least three major curling events of provincial and national interest. These will be: The Greater Winnipeg Highschool playdowns on 29 December, the Manitoba Open Men's Bonspiel and the Manitoba Open Ladies' Bonspiel, both scheduled for February, and of particular Service interest, Winnipeg will be hosting the All-RCAF Championship playdowns on 25-26-27 March. Joining this parade of stellar curling events will be local club and intersection bonspiels as well as several novelty competitions such as "The Old Crocks' Bonspiel" to be held between Christmas and New Year's.

Of course, several dozen Station personnel have saved some of their Annual Leave entitlement for participation in out-of-town 'spiels which will see Station Winnipeg



Exterior View of the Club.

represented in points as widely separated as Lethbridge, Alberta and Kenora, Ontario.

With such obvious interest in the sport of curling, and with such

enthusiastic support of the game by Station personnel, it can justly be claimed that Station Winnipeg is indeed the "Curling Capital" of the RCAF!



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Pararescue Wings Presentation



CPL. J. R. IRELAND



CPL. M. D. ROCKAVINA

THE presentation of RCAF para-rescue wings to nine corporals Thursday, Nov. 12, marked the end of 24 weeks of rugged training on the RCAF's ninth para-rescue course. Expertly trained in the skills of parajumping, medical assistance and evacuation of injured, these nine corporals are ready to take their places in the Canada-wide RCAF search and rescue organization. This week, the rescue parachutists will join almost fifty others at rescue centres from Vancouver, B.C. to Torbay, Nfld., ready to parachute to the assistance of any pilot, civilian or military, that is forced to crash land anywhere, anywhere in Canada.

The graduates, their hometowns and the RCAF stations to which they are transferred for search and rescue duties are: Top man on the course, Corporal Alonzo E. "Luke" Luker, 27, son of Mr. and Mrs. A. C. Luker, 13 Princess St., Petrolia, Ont., transferred to RCAF Station Greenwood, N.S. Cpl. Alexander J. "Al" Boggs, 27, son of Mrs. Ernest E. Boggs of Toronto, transferred to

RCAF Station Sea Island in Vancouver. Cpl. Chesley Chaulk, 25, son of Mr. and Mrs. Clarence Chaulk, Humbermouth, Nfld., transferred to RCAF Station Greenwood, N.S. Cpl. Joseph R. Ireland, 27, son of Mr. and Mrs. Robert Ireland, 132 Gibbons St., Oshawa, Ont., transferred to RCAF Station Winnipeg. Cpl. Harold E. Koivisto, 25, son of Mr. and Mrs. Merts K. Koivisto, R.R. No. 1, Mattawa, Ont., transferred to RCAF Station Trenton, Ont. Cpl. Garnet M. Loney, 28, son of Mr. and Mrs. Isaac H. Loney, South River, Ont., transferred to RCAF Station Trenton, Ont. Cpl. Yvon J. Y. "Ivan" Noreau, 26, son of Mr. and Mrs. David Noreau, 4192 Blvd. Ste. Anne, Montmorency, P.Q., transferred to RCAF Station Sea Island in Vancouver. Cpl. Joseph R. Osmond, 26, son of Mr. and Mrs. Harold A. Osmond, 29 Delwood Drive, Toronto, transferred to RCAF Station Trenton, Ont. Cpl. Martin D. Rockavina, 28, son of Mr. and Mrs. Dewey Rockavina, Rycroft, Alta., transferred to RCAF Station Winnipeg.

These nine airmen are specially trained to disarm guns, rockets and bombs of crashed aircraft. This is the first time munitions and weapons technicians have received the highly specialized training of RCAF para-rescue airmen.

Since the rigorous training began in June, the young non-commissioned officers have completed parajumps onto the heavily timbered mountain slopes of the Pyramid, Coronach and Whistler mountains of Jasper National Park. They have spent many hours at work in the crevasses of the Columbia Ice Fields and have scaled many of the rocky crags of mountains, besides navigating the rushing torrents of rivers in the National Park.

Instructors including Tony Mesner, chief mountaineering instructor for Jasper Park wardens, and Flight Lieutenant Jim Gourlay, veteran of the RCMP, para-rescue and the RCAF's survival training school, have ensured that the graduating airmen will complete "top-notch" rescue operations anytime they are called to do so.

Dear Grocer . . .

By ERIC CARGILL

I'D like to write a letter to my grocer—if I knew where to find him, or even what his name is.

Some years back I'd have just walked around to his place and said, "Morning, Mr. Schultz," and we'd have spent a few minutes discussing whatever we had to discuss, and maybe I'd have sampled one of his new batch of pickles.

But Mr. Schultz isn't there any more; his place has been taken by A.B.C. Groceterias Limited—or is it the Handy-Dandy Supermarket? Anyhow, last time I was down there, I saw a whole lot of smart-looking young fellows, all very busy.

I asked a couple of them, "You the boss?" and they said "Nope" and pointed over yonder, but I got tired before I ever found him. It's a pretty big place. Went home and tried to phone him, but the store

wasn't even in the book, so I sure hope this letter gets to him somehow.

Well, what I wanted to say, Mr. Handy-Dandy (or whatever your name is) was thanks a lot for that nice catalogue you sent me the other day, telling me and the wife about all those pretty free gifts you're going to give us, just for shopping at your store.

You folks sure do have some fine things there. The wife said she guessed she'd have one of those electric mixing machines — she's wanted one for years — so I said sure, that would be a great idea for Christmas. Course, when we checked the number of stamps we'd need, we found it would likely be Christmas 1970, but still it's something to look forward to.

Myself, I had my eye on the gold watch, but I better choose some-

thing else, as I'm 45 now, and I don't suppose I'll last that long.

I see in the paper that there's some unfriendly folks, like this Mr. Gilbert from the Retail Merchants' Association, talking against you people giving away these presents. Me and the wife think it's a shame that you should be attacked like that, just for being big-hearted.

We want you to know that we appreciate your generosity, Mr. H-D, and that we know what you're doing is only because you love your customers so much, and certainly not because you're getting anything out of it.

Old Schultz was a pretty nice fellow all right, but all we ever got out of him was a few pickles, and lollipops for the kids.

First, when some of the other stores started giving these premium stamps, I saw in your ads that you were pretty mad, and you said, "We don't give gifts, we give honest value instead."

Now, it seems, you've found that you can give the stamps, and honest value too. Bully for you! I'd sure like to know how you do it.

Well, thanks again. We just wanted you to know how grateful we are. The wife says she doesn't mind how high the price of groceries goes up—it just makes her feel all warm inside knowing that you folks are thinking of us.

Oh, by the way, if you should want to reply to us, would you please phone. Just lately, our letter box is so full of catalogs and stuff from you grocery fellows, there's no more room for the letters, and they all fall in the snow and get wet.

Yours sincerely,
FAITHFUL CONSUMER.

VOXAIR VIXEN

XMAS PACKAGE — Imagine opening your Christmas bag and finding a lovely present like bewitching Arlene Howell, whose classic contours are partly concealed in mink. This stunning creature was voted Miss U.S.A. of '58 and she's now under long-term contract to Warner Bros. where she appears regularly in the "77 Sunset Strip" television series.

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"Navigation is an art!" — —

And with that quotation VOXAIR introduces you to Canada's own 'Leonardo Da Vinci' of the air.

Wing Commander Greenaway is an officer dedicated to his profession. This will become increasingly apparent as you read and discover his tremendous achievements in the art-of-navigation, including its geographic and meteorological sciences. Only then, will you realize why the name "Greenaway" is synonymous with the more advanced flight techniques of today.

To substantiate the foregoing paragraph we need only mention two special awards which are pictured with this article. First, the McKee Trans-Canada Trophy, awarded WC Greenaway in 1952 for his outstanding contribution to Canadian aviation. The second, the internationally famed "Thurlow Award", (named after the late Col. Thurlow USAAF). This presentation is by the U.S. Institute of Navigation for outstanding contributions to aerial navigation. Not pictured here, is another equally outstanding award which was made in 1950 — "The Presidents Prize", an annual presentation given by the Canadian branch of the Royal Mete-

orological Society for his 'paper' on "Arctic Flying Weather". To gain three such awards in rapid succession is in itself quite a feat, but when one considers that this followed only eight short years as a navigator with the RCAF, it is indicative of the consistent work and dedication to service that made such diverse recognition possible.

Commander Greenaway joined the RCAF in 1940 as a Wireless Gunner (WAG) and attended the old No. 1 Wireless School at Montreal. On completion of this course he was chosen to instruct. It was in this capacity that he lectured and flew an estimated 2500 students from course number 2 to 33.

It was not until 1943 that "Keith" finally turned to the NAV field and here we come to the old NAV 'W' (Navigator Wireless Operator). This was the first all-Canadian-manned course designed expressly for the crew requirement of the Mosquito. The sight for this special group was at 8AOS situated just outside Quebec City. Special note should be taken here, in that Commander Greenaway stood "first" in his class—a position he has never relinquished. This was followed by a Staff Navigation Instructor course at Rivers, Man., back to 8AOS on instructional du-

ties, then CNS at Rivers, and Summerside to which it was later moved.

In 1945 the work really started. WC Greenaway was attached to the United States Navy to assist on an experimental project being conducted by that organization. This was the type of work he loved and the RCAF must be commended on its ability to select "the-right-man-for-the-job", for it was while on this project that WC Greenaway's exacting capabilities were fast becoming an international story. The task here was the compilation and proving of, the 'Single Heading-Pressure Pattern' technique, more commonly known as the "D" value. Today, this system of pressure reporting, is provided to assist the coastal meteorological offices in establishing the pressure patterns over the oceans of the world.

Following this highly successful tour, "Keith's" next assignment was to the USAF. Here, a select group was assembled to run a series of tests on the use of low frequency LORAN, for use in high latitudes. It was while on this test series that in May, 1946, he navigated the first United States military aircraft over the Pole. It was a B29. This flight from Fairbanks,

(Continued on page 36)

RETIRE to Vancouver Island and enjoy the sun and milder weather," such is the ambition of our personality, WO2 "Ed" Brason.

Born in the City of Winnipeg in 1920 from an English father and a Netherland mother, "Ed" has inherited the calm nature of the British and the orderly manners of the Netherlands. Ed Brason attended primary school in the community of Weston and graduated from Kelvin Tech. High School.

His first civilian employment was for a local printing firm, but the growth of aviation appealed to him and he joined Staratt Air Lines of Sioux Lookout, Ontario, as a general maintenance man. With the coming of the Second World War, WO2 Brason came back to his hometown and enlisted in the RCAF Auxiliary Wing. At the outbreak of war he moved to the permanent force in the Armament Trade. After completing basic training he was transferred to 110 Squadron and arrived in England in February 1940.

"Ed" was not happy in his trade and remustered to the Instrument Section and was sent on T.D. to 124 Squadron, RAF, located at

Odiham, Hampshire. He was then transferred to the 6th Group Bomber Command and assigned to 427 Squadron for two years. In 1943 "Ed" was back in Canada in his home town with 8RD and after a two-year stay, was transferred to Sea Island and Rockcliffe successively.

The introduction of "North Stars" called for more instrument technicians and WO2 Brason was transferred to 426 Squadron in Montreal, remaining there until the outbreak of the Korean War. With the Korean Air Lift, "Ed" went to Tacoma, Washington, for a brief stay and then back to No. 10 Exam Unit at Camp Borden.

In 1956 WO2 Brason was back in Winnipeg as a delegated A.M. Supervisor and has been here since.

"Ed" was promoted to WO2 in 1958 and was assigned to the Mitchells for six months. Since then, he has taken over I&E from WO1 Wideman.

WO2 Brason and his wife Myrtle, also a native of Winnipeg, now have four children, three daughters and a son, ranging in age from 4 to 16 years. "Ed" is a great collector of antique small arms, and

needless to say is a great sportsman.

As we mentioned at the beginning, the Brasons will probably move to Vancouver when "Ed" retires where he would like to raise birds and breed fish for game purposes. But, we hope to have him with us for a while yet.

To our many friends throughout the R.C.A.F.

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and
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GRIN, DARN IT!

By RON BAYNES

LET'S get one thing straight right here. We agree that nothing is harder on stomach-balance than the obnoxious good spirits of professionally cheerful magazines and Happiness tracts. The type that urge us, issue after cheery issue, to throw out our chests, sing, whistle, chuckle, laugh, Keep our Chins Up, and grin.

Yet, at the risk of promoting further nausea, we are going to get in on the act. On a limited scale, that is. Our subject is the smile,—the cheerful, toothy grin.

We see too few such displays these days. What do we encounter when we look across the average counter, desk or hall?—too often a stony expression of monumental hostility, vaguely similar to the statues on Easter Island. The view is equally dim on both sides of the counter. Those who ask for service, do so too often with expressions of surly insistence. Those who answer seem to hate every moment of it. The high and the exalted as well as the small and insignificant sin as frequently. In short, we might quite possibly be talking about YOU.

The spectacle of the great fozen face, particularly on Monday morning, is a disrupting thing. Sparkling spirits turn flat as last night's ginger ale and reasonable types become snarling clots. A sputtering chain of resentment and peevishness begins to make the rounds. And where it ends, nobody knows.

This isn't, to put it mildly, intelligent behaviour. It isn't smart in a sulking five-year-old, and it sure as shooting isn't smart in an adult. Bluntly, it is suggestive, not of sophistication or ruggedness, but of a certain dim-wittedness.

A polite word here, a smile there will help. It won't change the world overnight, but eventually it may change it a little. The most confidently scowling sad sack will feel the impact of an insistent display of commonsense and courtesy. Maybe he'll pass it on.

Therefore, along with the Happiness Boys, we urge you: Cheer up. Life isn't all that bad. What if the

clot across the counter is wasting your time?—you probably do your share.

So grin, dammit. The custom may spread. The further the better.



Refresh
without
filling



Christmas at R.C.A.F. Winnipeg, 1959 in the Our Lady of the Airways Chapel

By F/L J. M. A. SABOURIN
R.C. Chaplain

HAVE you ever read the Greatest Story Ever Told? Luke, the Evangelist, composed it under the inspiration of the Holy Spirit. It is Divine in its content and character. This is the story of a King whose royal and regal splendor is more wondrous than any human mind can ever completely fancy or imagine. The Feast of Christmas is the commemoration of the Birthday of the Only Begotten of the Eternal Father. He came to His own

and to as many as received Him. He gave to them the power to become the Sons and the Children of God. The gift that this Royal Son brought was love: an infinite and everlasting love. His Kingdom and His Reign is forever and forever.

LUKE 2, 1-20: "At that time a decree went forth from Caesar Augustus that a census of the whole world should be taken. This first census took place while Cyrinus was governor of Syria. And all were going, each to his own town, to register.



And Joseph also went from Galilee out of the town of Nazareth into Judea to the town of David, which is called Bethlehem—because he was of the house and family of David—to register, together with Mary his espoused wife, who was with child. And it came to pass while they were there, that the days for her to be delivered were fulfilled. And she brought forth her first-born son, and wrapped him in swaddling clothes, and laid him in a manger, because there was no room for them in the inn.

And there were shepherds in the same district living in the fields and keeping watch over their flocks by night. And behold, an angel of the Lord stood

by them and the glory of God shone round about them, and they feared exceedingly.

And the angel said to them, "Do not be afraid, for behold, I bring you good news of great joy which shall be to all the people; for today in the town of David a Savior has been born to you, who is Christ the Lord. And this shall be a sign to you: you will find an infant wrapped in swaddling clothes and lying in a manger." And suddenly there was with the angel a multitude of the heavenly host praising God and saying, "Glory to God in the highest, and on earth peace to men of good will."

(Continued on page 40)

Bethlehem Remembered

By S/L P. D. Ross, Protestant Chaplain

WHEN we remember Bethlehem, we remember an event that happened long ago—the entry of God into life in human form. This is the Incarnation.

When we remember Bethlehem, we recall that God is daily entering into human life to redeem and to renew. When a child is welcomed with love into a Christian home—that child is the expression of God's hope and love to all men.

When we remember Bethlehem, we see that the language of God, and so the language of life, is love. Again, it is in the home that we learn the lessons of love and life—that it is more blessed to give than to receive; that we cannot live to ourselves alone; that the good of one is inseparable from the good of all; that the good of all must include the good of each one; that love is the measure of all things, and that the fruits of love are goodness, truth, justice and brotherhood.

When we remember Bethlehem, we are reminded that we must make the reverent journey to the manger and the stable, not in childish faith, not with mawkish sentiment, not to lay a trivial gift before the Child, but to fall in humble adoration before the God who seeks our love, our loyalty, and our daily service.

To you, and your loved ones, Christmas greetings from your Chaplains.

Remember Bethlehem in your heart, that you may be kept by the hope that comes to all in Jesus Christ of Bethlehem.



CHRISTMAS SERVICES PROTESTANT CHAPEL

- Sunday, 20th December—
11:00 a.m.—Service of Lessons and Carols.
7:30 p.m.—Christmas Sunday School Family Service.
- Thursday, 24th December—
11:15 p.m.—Christmas Eve Carol Communion Service.
- Friday, 25th December—
10:00 a.m.—Christmas Day Family Service.
- Sunday, 27th December—
11:00 a.m.—Family Service.





National Defence photo.
F/L M. SABOURIN

NEW GUIDED ROCKET FIGHTERS IN SERVICE WITH BRITISH NAVY

These cloud-hopping Sea Vixens—the new British all-weather fighter, with four de Havilland Firestreak infrared homing missiles and 28 two-inch air-to-air rockets—entered operational squadron service in August with Britain's Royal Navy. The first squadron to fly these aircraft—No. 892 Squadron—was commissioned at the Royal Naval Air Station at Yeovilton, in Somerset, England.

Weighing about 14 tons, the Sea Vixen has a wing span of 50 feet—more than seven feet wider than the Sea Venom, which it will gradually replace—and can reach its operational ceiling in less than half the time taken by its predecessor.

THE USE OF TINTED LENSES IN NIGHT DRIVING

The Committee on Industrial Ophthalmology of the Council on Industrial Health receives many inquiries concerning the use of tinted

lenses and tinted windshields for the reduction of glare in night driving.

The Committee condemns the use of tinted lenses and tinted windshields as aids in night driving. Its opinion may be summarized in the following statements:

1. The use of any "night-driving" lens or windshield, whether tinted, reflecting, or polarizing, reduces the light transmitted to the eye and renders the task of seeing at night more difficult.

2. The source of glare in night driving is the contrast between the headlights of oncoming cars and the darker surroundings. The use of tinted lenses or windshields does not reduce the contrast but reduces the intensity of illumination from both the headlights and the surroundings, thereby impairing vision.

3. There is no scientific evidence to support any claim that the use of tinted lenses or windshields improves night vision.



G/C Mitchell drops the puck to mark the opening of the Intersection Hockey League.

Officers' Annual Fall Formal



A/V/M and Mrs. Bryans and G/C and Mrs. Mitchell are shown receiving at the annual Officers' Fall Formal held on Saturday, Nov. 7, 1959.



A/V/M Bryans and G/C Mitchell greet the Lieutenant Governor of Manitoba, the Right Honorable J. S. McDiarmid as he arrives to attend the Fall Formal.





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TV TALK

Edited by ERNIE CARRIER

Canada's Sweetest Folk Music

DON MESSER'S JUBILEE



AN old radio favorite is the newest sensation on CBC television, judging by the thousands of viewers who have called and written since Don Messer and His Islanders were first seen on the CBC-TV network on Aug. 7.

"Wonderful . . . Wish it were on for an hour . . . Truly Canadian show . . . Down-to-earth, toe-tapping music . . . The best show on Canadian television today . . ." are some of the comments which have

been received from across Canada.

Many favorable comments came from Messer's long-time radio fans who at long last saw their favorites on television in a program of jigs, reels and country music. After 29 years of radio broadcasting, the old-time music maestro and his group proved that they are also top favorites with Canadian television viewers.

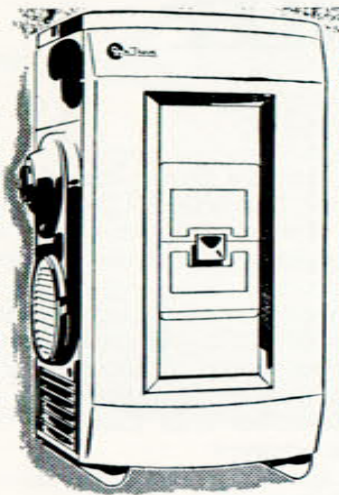
In spite of goggle-eyed cameras, inquisitive microphone booms and

MARITIMES FUN

Charlie Chamberlain, Don Messer and Don Tremaine (left picture, reading down) are three of the gang that present a half-hour of fun and music each Monday in Don Messer's Jubilee over CBC-TV. Don Messer leads the music and his seven-piece band is joined each week by a square-dance group, the Buchta Dancers (seen on the right with Don Tremaine).



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other equipment that pokes in and out of the bandstand, the Messer show has retained the easy air of informality that has characterized the radio program for more than two decades.

The familiar fiddle of Don Messer has lost none of its magic ability to set toes a-tapping and the voices of Marg Osburne and Charlie Chamberlain are still able to raise a smile and a tear at will. In fact, the mischievous twinkle that lights the face of the "singing lumber-jack" when he does a specialty, such as "I Had a Hat When I Came In," is enough to bring the house down.

For TV programs, the band is joined each week by a square-dance group—the Buchta Dancers—who perform the "dos-a-dos" and "greet your partner" calls that the Islanders have made standard fare across Canada and in parts of the U.S.

Country music enthusiasts have often claimed that Don Messer's offerings have an uncanny way of upsetting the emotions. And on more than one occasion they have actually "brought down the house."

On two occasions when Don and the Islanders played in Woodstock, N.B., a verandah collapsed under the pounding of dancing feet keeping time to their music. In Kennebec Corner, N.S., two men had to support roof pillars of a hall when the floor started to sag crazily under the impetus of Jimmy's Favorite Jig. At Hopewell, N.S., roof pillars were tossed out the window and the whoopee continued to the tune of Spud Island Breakdown.

On another occasion the Islanders were playing at the Glace Bay Forum when a coal miner tapped a comrade on the head with a bottle. The incident soon mushroomed into a full-scale riot which was still going when police arrived. When the band played at Iona, Cape Breton, the law required that the music stop at 1 a.m. There were mutters of protest when the music stopped, and a full-scale donnybrook broke out. Messer fled to the band's trailer and locked himself in until train time at 5 a.m. The fight was still going when he departed.

The inspiration of Messer's music once ended in tragedy. Back in the early '50s, W. W. McTaggart of Pilot Mound, Man., wrote Messer

that his greatest ambition in life was to call a square dance for the Islanders. When the band played in Pilot Mound Messer let him realize his dream. Half way through the first number Messer realized that the middle-aged westerner chanting his spiel a beat ahead of the music was the finest caller he'd ever heard. When the tune ended McTaggart stepped back, beaming, then collapsed and died. Doctors said he suffered a heart attack brought on by the excitement.

SO YOU THINK YOU HAVE PROBLEMS?

To get peaches from a high tree, a British Columbia farmer ran a rope through a pulley fastened to a branch. He tied one end of the rope to a barrel, pulled up the barrel, tied the rope's other end to the tree trunk.

After climbing the tree, filling the barrel with peaches, he climbed down to unhook the rope's anchor end. But the barrel now weighed more than the farmer, pulling him up and meeting him half way with a terrible blow on the shoulders. He also banged his head on some branches and jammed his finger in the pulley.

At this moment the barrel hit the ground bursting partly open and spilling out most of the peaches. Now, the farmer was heavier than the barrel and began to drop. Again he met the barrel halfway, it hitting him on the shins. On his way to the ground, he grazed his truck and was cut some more. At this, he lost his presence of mind and let go of the rope. The barrel fell and hit him on the head. He now rests quietly in the hospital.



"You'll find the main difference is that you'll be whistled for instead of at."

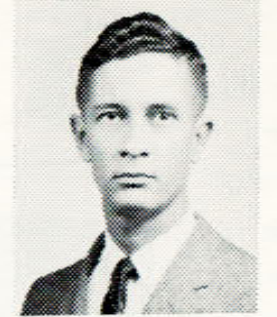
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AERIAL BRIDGE-LAYING

Fairey Rotodyne Demonstrated
For First Time as "Flying Crane"

A 100-ft.-long bridge has been carried under the Fairey Rotodyne vertical take-off airliner. It is believed to be the largest structure ever lifted by air anywhere in the world. The bridge section is 10 ft. wide and 7 ft. high and its exact length of 103 ft. is almost twice that of the Rotodyne itself—or more than twice the width of London's Regent Street.

At a military demonstration to

senior officers of the British Army, Royal Air Force, Royal Navy and Ministry of Supply, at Stanlake Park, near Maidenhead, Berks, on Friday 24th July the Rotodyne showed that it can lift a cumbersome load vertically, fly it at a faster speed than the conventional helicopter, hover with the load suspended underneath and then place it accurately on the ground.

This is the first time that the

Rotodyne has been seen in a "flying crane" role. It demonstrates the astonishing versatility of the Rotodyne, which has until now been considered purely as a vertical take-off civil airliner for sophisticated city-centre operations. It equally well illustrates the great potentialities for the Rotodyne in undeveloped territories, in placing power-line pylons, etc.

Attached by cables to a central point under the fuselage, the bridge section was lifted vertically from the Fairey airfield at White Waltham and then transported three miles to the river used for the demonstration. Over the river the Rotodyne hovered and then slowly and accurately lowered the bridge to span the river at the required spot. The bridge section was fitted with quickly-removable wooden fins developed by Fairey's Technical Division to stabilise the load and to prevent it yawing at high forward speeds. It was loaned for the demonstration by the Ministry of Supply's Military Engineering Experimental Establishment.

This method of laying a bridge is only one of a score of battlefield duties which can be fulfilled by a military aeroplane combining the dual roles of assault transport and "flying crane."

In the House of Commons on 16th July the Minister of Supply announced that he was entering into negotiations with Fairey Aviation with a view to placing a military order for the Rotodyne.

The prototype Rotodyne is powered by Napier Eland engines. The production version will be powered by Roll-Royce Tyne engines and in a military role will be capable of carrying loads of over 20,000 lb. at speeds of up to 200 m.p.h.

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BOOK SHELF

By F/L E. TED TIEMAN

ADVISE AND CONSENT

ALLEN DRURY
(Doubleday)

WHILST all the press notices acclaiming this book tend to regard it as an authentic portrayal of the American method of government, this reviewer must confess that it left him somewhat apprehensive of the workings of that august body, the U.S. Senate. The book left the impression that all appointments to high office within the framework of the United States depends upon whether one happens to be a good friend of the majority leader of the Senate, in the story he is Robert Durham Munson, senior senator from Michigan, or an even better friend of the President, an unnamed gentleman in this tale, although often referred to by friends and enemies alike throughout the book, in an assortment of descriptive terms, or possibly how much one can contribute towards the party in office in either financial terms or the number of famous personalities one can attract to a Washington party. Whatever method is used, the book does give the layman a first class insight to the workings of the senate, and behind the major issues, the powerful undercurrents of political intrigue between personalities.

Briefly, the story takes the reader backstage in the Senate, as it attempts to resolve the problem of the suitability of Robert A. Leffingwell, the Presidential nominee for appointment as Secretary of State. The action takes place in an imaginary but not too distant future, and the United States is facing a crisis with the U.S.S.R. To the Senate majority leader, although prepared to support the President's candidate, it is a surprise nomination, which will bring strong opposition from several members of the Senate, who can only be referred to as "Characters," and in particular the opposition of an ancient, crusty character from the South, Senator Seab Cooley, whose personal prejudice to the nomination is based on the fact that Leffingwell called him a liar thirteen years previously.

The tension is built up very slowly at first, but with increasing tempo, as senators take sides, and

attempt to obtain supporters in the cloakrooms of the senate majority and minority groups. Interwoven in the story are the personal stories of the main characters, one of whom we meet being chairman of the Foreign Relations Committee, Brigham Anderson, who will help decide whether or not the nominee shall be appointed. Gradually the picture becomes clear, and one of those fabulous committee hearings that the U.S.A. delights in, is commenced in order to hear charges and counter charges bearing upon Leffingwell. The descriptive passages of the hearings may remind readers somewhat of the Whitaker Chambers fiasco, or possibly one of the McCarthy hearings, but above all the written word is so explicit, that little imagination is needed to visualize the scene in the mind's eye.

Eventually of course, amid all the confusion, the arguments, the back-stabbing, the pressure being brought to bear and so forth, a decision is arrived at. It would not be fair to spoil the reader's enjoyment and reveal the end, but a surprise ending is provided by the Senator from Utah, Brigham Anderson. The man has a guilty past, and while the crime, if it can be construed as such, is not named or specified, nevertheless with a little imagination the reader will soon come to a conclusion as to its nature.

Perhaps this book will shock those with a high standard of moral integrity, if as claimed this is a true picture of the inner workings of the Senate, but nevertheless one gains an idea of the ruthless dedication of these men. Speculation has it that each character is based upon some well known figure in the Washington world, and at times there was not too much doubt about this in this writer's mind. It was a fascinating sideline to identify those named in the tale with those in real life. It proves above all perhaps, that a government is made of men, and not of laws, even though it is a government of laws in name.



*Graduation
Class*
5812 RO

Back row, left to right, F/O D. A. Little, F/O G. Crowhurst, F/O R. E. Brewer. Front row, left to right, F/O R. Pallen, F/O T. R. Baller, F/O R. W. Crook, F/O G. W. Knight.



*Graduation
Class*
5814 AI

Back row, left to right, F/O R. R. Fleming, F/O S. Larkin. Centre row, F/O A. S. Gordon, F/O W. McLean, F/O J. W. Dunn. Front row, F/O W. C. Butler, F/O J. E. M. Goulet, F/O J. D. Collins.

**THE SAUNDERS ROE P. 531
SKEETER HELICOPTER**

From pencil sketch to first flight such is the most interesting feature of the P. 531. Project design started November, 1957, was finalized by the end of the year. On 1st January, 1958 it was decided to proceed with construction of three prototypes and detail design. The mock up was completed by the end of February and ground running of the first prototype with slave engine began June 19, 1958. The first flight took place 20th July, 1958.

The P. 531 was built with all the experience gained in developing and producing the light "Skeeter" helicopter for the British and West German Armed Forces. The aim of the builders was to produce the smallest and lightest helicopter possible to perform a number of roles.

A full five seat cabin is provided.

Simplicity and ease of servicing are the keynotes of both the airframe and the Blackburn Turmo 600 series free turbine power plant. No warming up period is necessary and the engine will operate on commercial fuels such as low octane petrol, kerosene, or light diesel fuel. The four bladed main rotor gives low vibration levels. The greatly reduced disc area is therefore compact enough and permits landing sites such as jungle clearing, city centre heliports and factory yards.

Despite its compact size the P. 531 has great load carrying capacity. Two single seats at the front end and, behind these a single bench type seat for three passengers which can be folded flat against the cabin bulk head to leave space for freight. All the adaptable new safety devices have been incorporated into this machine and either wheels, skids or floats can be fitted.



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Edited by JACK DUNN

Curling Season Officially Open

Group Captain Mitchell, the Commanding Officer, officially opened the 1959-60 curling season by throwing the first rock to start the Station Winnipeg Curling Club Opening Bonspiel on November 8.

The winners of the 'Spiel were:

First Event:

Sgt. Williams (Skip)
 Sgt. Stevenson (3rd)
 FS Barlow (2nd)
 FS Samain (Lead).

First Event Runners-Up:

Sgt. Kaiser (Skip)
 LAC Reid (3rd)
 FS Vallicott (2nd)
 Sgt. Brown (Lead).

Consolation Event Winners:

FS Haggart (Skip)
 LAC Anaka (3rd)
 Cpl. Smith (2nd)
 LA Geisbrecht (Lead).

The 'spiel was a great success. Club members were most enthusiastic about the excellent remodeling job to the playing area and to the clubroom windows. Much credit for the improvements to the rink is due to the untiring efforts of this year's executive. By spearheading the drive for funds, and by organizing volunteer labor to make the renovations, the committee made it possible for all station curlers to enjoy an early start at the "Roaring Game." The following personnel comprise the club executive for this year:

President—W/C D. C. Evans.
 1st Vice-Pres.—WO1 A. Taylor.

2nd Vice-Pres.—F/L A. C. Fanning.
 Secretary—FS L. G. Common.
 Draw Committee—Cpl. M. Lee.
 Ice Committee—Sgt. J. McIntosh, Cpl. Atkinson.
 Publicity and Prizes—FS C. R. Ibson.

Housing and Building: FS A. F. Haggart.
 Mixed Curling—Sgt. G. Wallace.
 Junior Curling—W/C D. C. Evans.

See page 10 of this issue for an article on the Station Curling Club.



G/C Mitchell throws the first Puck.

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PERSONALITY

(Continued from page 16)

Alaska to the North Pole via Ellesmere Island, thence to Edmonton, Alta., was non-stop and took 22 hours and 20 minutes to complete.

By this time, his knowledge of

Navigational Aid equipment, Arctic weather patterns and other problems peculiar to Polar flight had become very great. In 1948, the Canadian Defence Research Board (Arctic section) literally stole our personality away from the military groups. He spent the next few years in a program of Arctic research which included the flying services of the USAF, RCAF, and the RAF.

Now, WC Greenaway's services were much in demand. The most essential need was by the USAF's Strategic Air Command (SAC). In 1954, "Greenaway" joined the big league, and for the first year he worked with a B47 strato-jet squadron out of McGill AFB at Tampa, Florida. An interesting point the Commander brought forth here, is the small crew aboard these aircraft—2 pilots and a navigator. "You really work on those planes," he said. "Their endurance is endless with that air-refuelling scheme—it's the crew whose endurance is the problem." The next year he joined the B52's, an 8-jet mammoth, with a crew of six—2 pilots, 2 navs, an ECM officer (elec-

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tronic counter measure) and a gunner. Through all these special assignments WC Greenaway's work was continually aimed at bettering the navigational techniques and to help ease the burden on the operational navigator.

While on these long range trips

The McKee Trophy



The Colonel Thomas L. Thurlow Trophy.

to the top of the world, our own WC Greenaway conceived and later developed the "Twilight Computer", a calculus instrument designed to fill the gap where others failed. Today, SAC use a modified version of this computer. It should also be mentioned here that he assisted in the development of the 'Gyro Steering' techniques as used today in polar navigation.

Airships, Blimps, or whatever you wish to call them are little known to most RCAF personnel but this is not true of "Keith" Greenaway. In the summer of '58 he acted as navigator aboard a USN ship on an historical flight from South Weymouth, near Boston to Resolute Bay and Ice Island—T3, in the Arctic Ocean. Speaking of these lighter-than-air ships, he had this to say: "These airships cruise at about 43 knots; carry a crew of 12 and, believe it or not, at no time were we higher than 2,000 feet. They drift as much as 20°. The

longest flight of this trip was from Resolute to T3, to South Weymouth—a total of 78 hours flying time." Other interesting facts learned from our personality were: "The crew have no parachutes. If trouble develops, helium gas is released and you sink (slowly, you hope) to earth. The airship is powered by two inboard mounted engines with a long shaft and gear box attached props, well out from the gondola. The engines are about 250hp each. Crew quarters and food are excellent."

WC Greenaway's arctic experiences also include the discovery of the celebrated floating island—T3, as mentioned earlier in this article. This island was subsequently re-discovered by the Americans who, due to its movement, considered it a second floating island. A later comparison of aerial photographs soon proved the 'islands' to be the same.

Another discovery in the Arctic Archipelago credited to "Greena-

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way", was that, the then mapped Borden Island was actually two islands separated by a narrow channel of water. This second island is now named, McKenzie King Island, in honour of our late Prime Minister.

Having gained all this experience and knowledge of the north he now decided to put it down on paper so that others may benefit. The text, "Arctic Air Navigation", as written by WC Greenaway is an official text of the RCAF, and an established reference book for the USAF, RAF, and commercial airlines. He is Co-author of the publication "Aerial Reconnaissance of Arctic North America, and also assisted in the preparation of,

"Arctic Canada from the Air", which was released in 1956. Each an outstanding literary contribution to the geographical and scientific libraries of the world.

Many of our readers may wonder, as I did at this point. How many degrees has he, and what famous universities did he attend? "Keith" Greenaway had only the average elementary school training in his home town at Woodville, near London, Ontario, and later attended Malvern Collegiate in Toronto.

It was while at Malvern that he crammed in an extra curricular course in electronics which has served him well in the use and

theory of specialized navigational and radio equipment.

Today WC Greenaway heads the CNS (Central Navigation School) situated in the 2AOS building. This is a school of higher learning, so to speak, for the RCAF's more experienced navigators. The personal achievement of their OC must, itself, be a great motivating force to these men as it is to everyone who comes in contact with him.

VOXAIR sincerely hopes, with the limited space available, it has provided its readers with an informative coverage of a most interesting person. At the same time, we take this opportunity to extend a very warm welcome to the "Greenaway" family.

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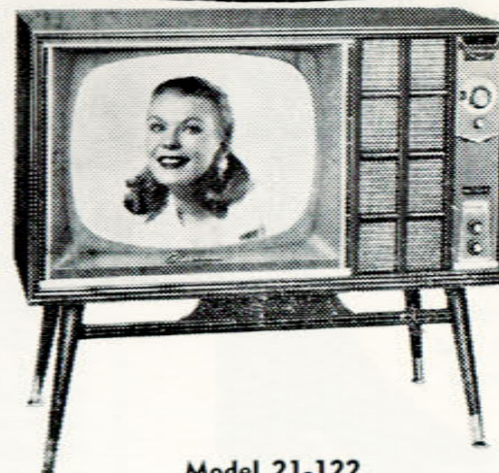


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SCOUTING AT R.C.A.F. WINNIPEG

By WALY HOUNSELL

The founder of the great worldwide organization of Boy Scouts was Lord Baden-Powell, a brilliant military man who rose to fame in the romantic days when "the sun never set on the British Empire." It therefore seems appropriate that the sons of Canada's military personnel continually show an eager and active interest in Scouting.

RCAF Winnipeg can boast of

having one of the largest troops to be found across Canada. Since size alone does not offer a true criterion of the calibre of a Scout troop, the Winnipeg boys qualify their size by an ambitious indoor and outdoor program.

One of the distinct advantages that the Air Force son has over his civilian counterpart is the opportunity to see Canada and even overseas countries as he journeys from station to station with his parents. When the members of the 51st Winnipeg Troop gather they can swap

stories of Scouting in England, France, Germany and just about any Canadian locality that you would care to mention. This continual travel provides them with a wonderful chance to see firsthand the myriad wonders of a thousand and one natural kinescopes.

Of course there is the aggravating little point of new proficiency tests for new areas; having just identified the trees of one locality to the satisfaction of his Scoutmaster he then moves to a new area where he must start over from

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scratch. While such small points may appear to be of huge dimensions at times, the problems are soon solved and the boys quickly become adept at identifying a goodly number of local flora as well as the birds and animals that are peculiar to a certain region.

In our fast moving and fast changing world moving the equation of value is inexorably unstable. However, while concepts of armament values and the price of prunes continually waver the value of Scouting remains as firm as the Rockies. It goes without saying that the smooth and profitable functioning of a Scout Troop depends upon the Scout leaders and upon the boys themselves. These two items are imperative but alone are not enough. Something more is required; an energetic and effective Group Committee. The efforts of the G.C. to help the Troop with material as well as spiritual and incentive aid is invaluable and could make or break any troop.

At Winnipeg the G.C. has been doing a creditable job and with their sincere help the 51st Winnipeg should prosper. The hard-working Scoutmaster (front left photo) is Norm Norstrand. His assistants are Wally Hounsell (rear left), Tom Swindells (right, front) and John Barraga (missing).

RCAF Winnipeg is proud of its Boy Scout Troop. How is your station doing?

CHRISTMAS

(Continued from page 20)

At that time the shepherds were saying to one another, "Let us go to Bethlehem and see this thing that has come to pass, which the Lord has made known to us." So they went with haste, and they found Mary and Joseph, and the babe lying in a manger. And when they had seen, they understood what had been told them concerning this child. And all who heard marvelled at the things told them by the shepherds. But Mary kept in mind all these things, pondering them in her heart. And the shepherds returned, glorifying and praising God for all they had heard and seen, even as it was spoken to them."

May your homes and your hearts be filled with the peace, the joy, and the happiness that only the Christ Child can give.

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