

Voxair

AN AIRFORCE NEWSPAPER



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VOLUME 10, No. 37

WINNIPEG, MANITOBA

SEPTEMBER 22, 1961



W/C B. D. McARTHUR

New Chief Technical Services Officer

By LAC L. A. BICKNELL

It is our pleasure to extend a welcome to W/C B. D. McArthur, the new Chief Technical Services Officer, and his family, to Station Winnipeg.

W/C McArthur joined the Airforce in July 1941, at Guelph, Ontario, and after completing his Basic Training at the Manning Depot in Toronto, was selected for Pilot Training. He received his wings at Dunnville, Ontario, in April 1942, and was sent to Flying Instructors School. After graduation from FIS, he went to Station Uplands, where he served as a flying instructor, and examining officer, for the remainder of the war.

He was discharged from the Airforce in December 1944, to attend university, and the next fall enrolled at Queen's University to study Mechanical Engineering. Upon graduation in 1948, he re-enlisted in the Airforce, and in 1951, he returned to school, and in 1952, received his Master's Degree in Engineering from McGill University.

In the years before his arrival in Winnipeg, W/C McArthur was stationed at Air Defence Command Headquarters at St. Hubert, having previously served at numbers 2 and 3 Fighter Wings in Europe.

W/C McArthur now resides in St. James, and is favourably impressed with the city, and the local weather. He is an ardent golf enthusiast, and is greatly interested in all forms of sporting activity. He is also a member of the Cana-

(Continued on page 3)

Community Chest Campaign Begins 24 Sept.

The Red Feather (Community Chest) Campaign will commence on the 24th September and it is hoped that all personal contributions will be collected by 15th October.

RCAF Station Winnipeg has an enviable reputation for meeting the challenge each year and it is hoped that this campaign will be more successful than ever.

The attractiveness of a combined drive for funds by more than forty charities is unquestionable. Less than 10% of the amount collected goes towards administration and advertising costs, as compared to some single campaigns where as much as 35% of the cash donated is required to cover the same functions. A "fair share" system of dividing the proceeds plus a thorough bookkeeping system ensure that each dollar is used to the best advantage.

Three stock answers seem to be given by non-contributors each

(Continued on page 3)

Two Into One

The ability of a Canadair Forty Four to airlift two complete F-104G supersonic tactical aircraft was proved by recent loading demonstrations at Montreal.

International government, airline and industry observers watched as two F-104 fuselages with their engines, two tail units and two sets of wings were loaded smoothly through the open swing-tail of a Forty Four to prove the practicality and feasibility of airlifting F-104s across the Atlantic.

This method of transportation offers rapid and economical shipment of complete F-104s to NATO nations to meet urgent delivery schedules, makes possible the supply of major subassemblies to meet production shortages in Europe and provides for the quick return of large airframe parts or engines for overhaul and repair.

Object of the loading demonstrations, which were made with two different and equally successful methods, was to establish the unique capability of the Forty Four to perform this important task. The turboprop-powered airplane is now in regular trans-atlantic service with Seaboard World Airlines, and in trans-pacific and U.S.-transcontinental operation with The Flying Tiger Line.

CNS Guest Speaker S/L Ratcliffe

Squadron Leader Russell E. Ratcliffe, DFC, CD of Air Force Headquarters visited Central Navigation School this week to present a talk to Specialist Navigation Course No. 14 and CNS staff on RCAF Navigation and Guidance Systems requirements. The talk was the second in this year's guest speaker programme at CNS.

S/L Ratcliffe was born in Kingston, Ontario, and matriculated from Kingston Collegiate. He joined the RCAF in February 1941 while still a student at Queen's University.

He graduated as an Observer from the Air Observer School in Prince Albert, in September 1941 and was granted a Commission in March 1942 at Number 1 Air Navigation School in Rivers, Manitoba. S/L Ratcliffe was transferred overseas in April 1942, and was attached to Number 13 Squadron (RAF) where he was employed in ferrying aircraft to Tunisia until April 1943. He was then assigned to Number 426 Bomber Squadron, and after completing a tour of operations over Germany in May 1944, he became Station Navigation Officer at an RCAF Bomber Base in Leeming, Yorkshire. The following November, he was transferred to Montreal, where he was on loan to Trans-Canada Airlines on their trans-Atlantic service. He was released from the RCAF in 1945 after the cessation of hostilities.

S/L Ratcliffe rejoined the RCAF in 1948 and served as a Navigator with 426 Transport Squadron until October 1951. During this time, he flew on the Korean airlift operation out of McChord Field. He was also one of three RCAF officers to fly with the USAF from Resolute Bay in a resupply operation to the

newly built Arctic weather stations.

Following his 426 Sqn. tour, S/L Ratcliffe took the Specialist Navigation course at Summerside, and was then transferred to Winnipeg where he was Officer Commanding of a unit at the Air Navigation School. In 1954 he was transferred to Air Division Headquarters in

(Continued on page 3)

Entertainment In Messes

OFFICER'S MESS

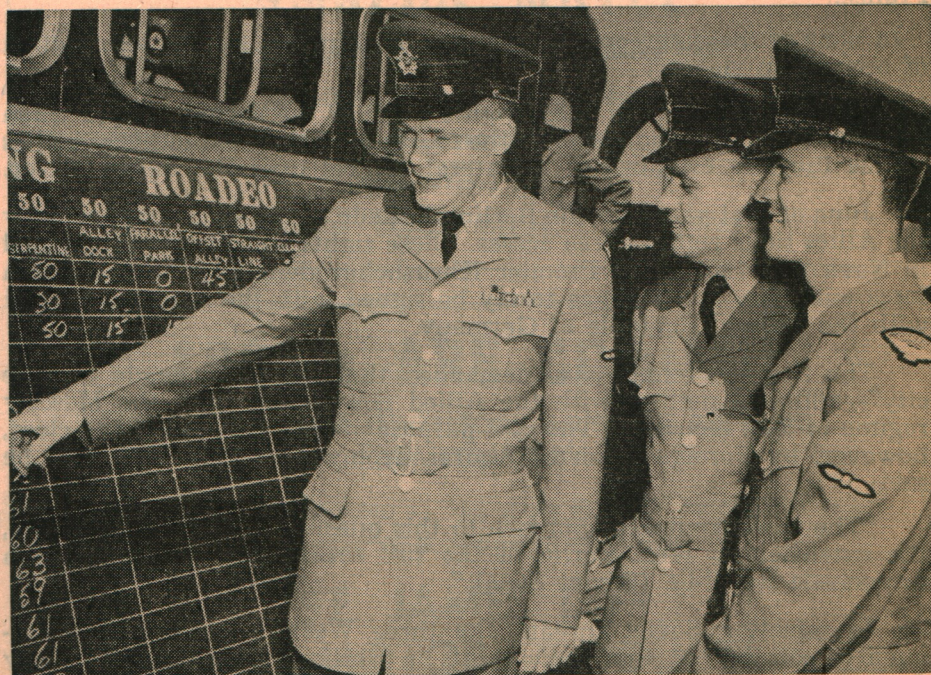
Fri. 22 Sep.—Stag, 1700 hrs.
Sat. 23 Sep.—Dinner Dance.
Sun. 24 Sep.—Sunday Dinner.

SERGEANT'S MESS

Fri. 22 Sep.—Stag.
Sat. 23 Sep.—Bingo Dance.
Sun. 24 Sep.—Open House.

AIRMEN'S CLUB

Fri. 22 Sep.—Stag.
Sat. 23 Sep.—Hay Ride.
Sun. 24 Sep.—Sunday Dance.



HOW ARE WE DOING? — The three entrants from Station Winnipeg check their scores during the western finals of the RCAF fifteenth annual Safe and Skilled Driving Competitions, held this year at Station Sea Island, B.C. Picked to represent the station were (left to right): Leading Aircraftman D. R. Shaxon, J. B. Clark and T. W. Henry. LAC Clark placed fourth in the event, and also won an award as highest scorer of the Training Command contestants. Thirty drivers, representing seventeen units and four commands, took part in the roдео on September 7, the winner being LAC D. S. Robertson, of RCAF Station Holberg, B.C. The seven top scorers compete later this month for the national finals.



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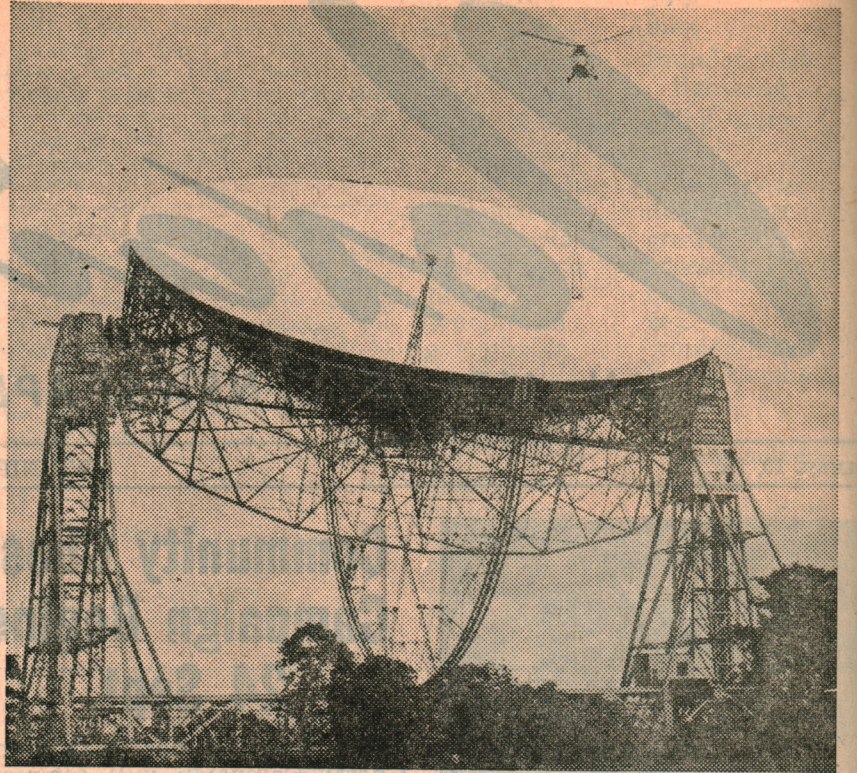
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Honorary Editor W/C W. B. M. MILLAR
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WO1 J. W. VAN BUSKIRK
Sport Editor CPL. FRANK BINKUS
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HELICOPTER LIFT FOR JODRELL BANK TRANSMITTER. — The tricky job of removing a radio transmitter from the bowl of Britain's giant radio telescope at Jodrell Bank, Cheshire, was made easier recently with the aid of a helicopter. Above: the helicopter lifts the transmitter gently from the telescope bowl.

EDITORIAL CORNER

Berlin's Status Based On Clear Legal Foundation

The legal structure of postwar Berlin is built on clearly defined rights which were first set forth on Sept. 27, 1944—seven months before the defeat of Nazi Germany.

Three main points, which are the heart of the Berlin issue in international affairs today, were established by the Soviet Union, Britain and the United States in the London Protocol:

- 1. Berlin would be regarded as an area separate and distinct from the other occupation zones into which Germany was split.
2. Administration of the divided city would be the joint responsibility of the occupying powers until a peace treaty could be arranged, permitting Germans to freely decide their own government.
3. Each occupying power would have free access into Berlin, a provision made necessary by the city's position 160 kilometers inside the Soviet zone.

President Truman and Soviet Premier Stalin expanded and confirmed these basic rights after Germany's defeat. At the Potsdam Conference in July 1945 they were formalized and extended to include France.

In none of these agreements was any deadline set for the termination of occupation rights.

The first violation of these rights came in the spring of 1948 when the Soviet Union withdrew from the four-power civil and military bodies—thus illegally establishing unilateral control over the Soviet sector.

June of that year saw the Berlin blockade, a Soviet attempt to deny the Allies their right of free access. These rights were again threatened in November 1958 when Premier Khrushchev demanded that Western forces withdraw and a peace treaty be signed with the Soviet zone and with the Federal Republic of Germany.

The Soviet Premier also demanded that Berlin be made a "free city"—affiliated neither with the Allied powers nor with the Moscow regime in East Germany. The real purpose of this plan was made clear, however, by Foreign Minister Andrei Gromyko in May 1959 when he said:

"The most equitable approach to this question would be, of course, the extension to West Berlin of the full sovereignty of the German democratic Republic (Soviet Zone)."

In rejecting Soviet threats, the three Western powers have frequently pointed out that their rights in Berlin do not depend in any degree on the consent or toleration of the Soviet Union, but derive solely from the defeat of Nazi Germany.

Thus these rights cannot be revoked by the Soviet Union, nor can they be turned over to any sovereignty Moscow may claim to have bestowed on the puppet regime in East Germany.

THEATRE ENTERTAINMENT SHOWTIME

Weekdays: 1900-2100 hrs.
Sunday: 1830-2100 hrs.

FRIDAY 22 SEP.

Desert Aattack
John Mills - Sylvia Syms
General

SUN.-MON. 24, 25 SEP.

G.I. Blues
Elvis Presley - Juliet Prowse
General

SATURDAY 23 SEP.

Matinee
The Geisha Boy
Jerry Lewis - Marie McDonald
General

TUESDAY 26 SEP.
A Fever In The Blood
Adult

WEDNESDAY 27 SEP.
All In a Night's Work
Dean Martin
General

Evening
Gold of The Seven Saints
Clint Walker - Roger Moore
General

THURSDAY 28 SEP.
It Started In Naples
Clark Gable - Sophia Loren

LADIES CURLING CLUB

QUESTIONNAIRE

Name
Phone
Experience
Position Played
Spare

Leave forms at one of the following places not later than Thursday, September 28th:

- Babs Morrice, 22 Braintree Crescent — Phone VE 2-0323.
Mina Treleaven, 501 Conway Street — Phone VE 2-3573.
Betty Batchelor, 106G MDPR — Phone VE 7-1664.
Iris Magura, 18 Paisley Place.

For further information call above numbers or Marion Spruceton — TU 8-7373.

Fees for year, \$11.00—To be paid in full before first scheduled game.

Ladies curl on Tuesday OR Thursday.

If you know of anyone who wishes to join the Club and does not receive Voxair, have them contact any of the above.

Rinks will be drawn at the first general meeting.

General Meeting will be held at the Curling Rink on Monday, October 2, 1961, at 8:00 p.m.

COME OUT AND SUPPORT YOUR CLUB!!

"CALL 308"

by "WAG"

Split level fireplaces, clapboard mortgages, enclosed gardens, and gild edged lawn grass—we were out to the "Parade of Homes" this weekend—saw some really fine homes, also some unbelievable architectural boo-boos—but generally, a very fine show. Now, if we had some money—!

* * * *

WISE GUY ENTERTAINER: "It's a nice crowd we've got at this club tonight—so many middle aged men here with their daughters!"

* * * *

Congratulations to all participants in Air Force Football Day festivities last Thursday. We watched the show out at the Stadium, and thought that the troops did a tremendous job. We also happen to know that the boys participating in the show worked many, many hours in preparation for the event, and we think that the whole station ought to be proud of their fine efforts.

* * * *

Red Feather time coming up again. Voxair will be carrying further publicity on the campaign soon. Heading the drive on the station is F/L Bert Legg of CNS.

* * * *

WIFIE SAYS: "An old fashioned girl is one who hasn't any idea what an Old Fashioned is!"

* * * *

Although PRO hockey is out in Winnipeg this year, we see that the Maple Leafs and Red Wings are playing an exhibition here on Oct. 4. Seats start at \$2.00 and less. Sounds like a golden opportunity to see pros at the game. Next night (Oct. 5) the Montreal Canadians are in town for a game. (Same prices.)

* * * *

We notice that there have been several VIP arrivals on the station in recent days—getting to be quite a centre here for that sort of thing. We think it's rather nice to see—gives us a chance to display our fine hospitality, and also gives station personnel a chance to see many of the people we normally only read about in the papers!

* * * *

NEIGHBOR: "Say, have you folks got a bottle opener around?"

MOTHER: "Yes, but he's away on a business trip."

* * * *

We had a ride on one of those snazzy new Transit buses the other day. Very nice indeed. Only fly in the ointment is the price—wow, we went from Ness and Ainslie to Ness and Sharpe Blvd., a distance of half a mile or so, and it cost us 25 cents each way—or 50 cents per mile—cheaper to take a cab almost! We think it's a bit much to swallow. In fact, with the average car, one can drive ALL the way downtown, park in a parking lot for an hour, and still pay less than it costs to take a bus! Ah well—buses cost money to buy, don't they?

* * * *

Enough beefing for this time. Check your anti-freeze and defrosters, and remember WAG's theory that it's better to get out of bed on the wrong side, than not to be able to get out of bed at all!

CTSO

(Continued from page 1)

dian Aeronautical Institute; an organization of Engineers, which is devoted to the technical aspects of the aviation industry.

We hope that W/C McArthur will enjoy his stay in Winnipeg, and wish him good luck on the golf courses next summer.

S/L RATCLIFFE

(Continued from page 1)

Metz as a Staff Officer Organization and Management. In July 1957 he returned to Canada to attend the RCAF Staff College.

S/L. Ratcliffe graduated from Staff College in June 1958, and was assigned to the Directorate of Ancillary and Telecommunications Requirements, a position he still holds.

COMMUNITY CHEST

(Continued from page 1)

year and we have tried to anticipate them as follows:

1. "I like to give personally to a charity of my choice."

If each charity collected individually we would have ONE

DRIVE PER WEEK in the Winnipeg area. This situation could hardly appeal to people who grunt a little when dunned three times a year.

2. "I have already given at home."

We hope to obviate this by asking St. James not to campaign through married quarters. They already have "Happy Banks" to catch the spare pennies and nickles that may be left over from the house-keeping money and we intend to issue married contributors with an additional feather which he may exhibit in his window as a sign that he has already done his share.

3. "I can't afford it."

Admittedly each person has his own commitments and these may render the gift scale suggested on the pledge card unrealistic, but it is doubted that a person steadily employed by the Government of Canada cannot afford to give something. We aim for 100% participation and leave the amount of your donation to you, with this word: If you don't miss what you have given... you haven't given enough.

Club 61

Hello again. Well another quiet week has gone by. No weddings or births to announce, but like I said before, call me at VE 2-0429, if I have missed you, and amends will be made in the next edition, OK?

Well "yours truly" donated his "body" (?) to a worthy cause: the Airmen's Flag Football Team. Was out at my first practice last Saturday, trying out for the Defensive squad. "Boy," I'm sure out of shape! Was so stiff and sore on Sunday morning that the wife had to help me out of bed. I guess I'll have to go over to the MIR and pick up some "Horse Liniment"???

A few boys from last year's team were out at it again on Saturday, including that "All Canadian Star Centre," our own PMC "Spike" Martin. Good to see you at it again, Spike, and would also like to welcome the "new faces" to the team. Heads up fellows and don't get hurt???

"Rip" Riopelle is handling the coaching chore for the team this year, and he seems to have the situation well in hand. The boys are looking real good on the offence as well as the defensive squad. Sunday, 24 September, will be the first encounter for the team, as they go against the combined

efforts of 111KU and TCHQ Airmen. Should be a real good game to watch.

I guess I had better "knock off" all this football "jazz" or I'll have the Sports Editor after my hide for stealing his material.

Once again it's time to close. Sorry about the shortness of my column and lack of real news, but don't despair, your regular reporter will be back in a week, I hope. So long for now.

"Your wife is ugly. Why don't you send her to a beauty parlor for a mud pack?"

"I did last year, and for three days she was beautiful."

"Then what happened?"

"The mud came off."

* * *

Hard work is an accumulation of easy things that you didn't do when you should have.

STATION TAILOR and PRESS SHOP

IN NEW REC CENTRE

Winter Dress commences Oct. 2nd — now is the time to have your uniforms cleaned and repaired.

Monday to Friday
Hours—9 a.m. - 6.30 p.m.

Phone VErnon 2-0864

Mr. A. Presky, Prop.

talk about fresh taste!



SUPERMATIC Car Wash

1 Wash \$ 2.00
3 Washes \$ 5.00
25 Washes \$35.00

Motor Washing - Waxing
Polishing

8 BLOCKS WEST OF WHYTEWOLD
at 2630 Portage Ave.
ST. JAMES, MAN.
SERVING WEST WINNIPEG
VErnon 2-6926

AMAZON MOTEL

2 Miles West of Airport on No. 1 Highway West

A HOME AWAY FROM HOME

TELEPHONE IN EACH UNIT FULL HOUSEKEEPING LOW WINTER RATES

Phone VErnon 2-1377

INSURANCE - CONSTRUCTION - REAL ESTATE

1962's ARE COMING!

OUR USED CAR INVENTORY MUST BE REDUCED IMMEDIATELY

DROP IN AND LOOK AROUND — ALL CARS CLEARLY PRICED ON WINDSHIELDS FOR YOUR SHOPPING CONVENIENCE

ST. JAMES LOT

WINNIPEG MOTOR PRODUCTS LTD.

Portage Ave. and Ferry Rd.

Phone TUrner 8-1345

OPEN EVERY EVENING UNTIL 10 P.M. EXCEPT SATURDAY

SPECIAL FINANCIAL TERMS

Trades Accepted

Lifetime Warranty

VAN'S VERBABILITY

By WO1 J. W. VAN BUSKIRK

Remember the good, old model "T"? There are many nostalgic memories about this wheezy, yet hard, old Ford that I always want to retain. Guess a person shouldn't talk too loud or someone may guess my age.

As a boy, I recall one "T" in particular. It belonged to one of those pious old farmers named Snell who never did make up his mind whether it had been a wise move, his purchasing the car, or not. However, he did enjoy the pleasures of ownership and prided himself on the trouble-free service the car was giving him. Perhaps, it was his infernal bragging about this latter quality that inspired the following conduct of the village wise guys.

It was one of those restless Saturday evenings and the groups sat along the front street in front of the general store just spoiling for mischief. Snell drove up in his model "T" with his missus and prim daughter Mae, perched up so proud and proper. The three disembarked and Snell carrying the egg crate with the cash crop, they proceeded into the store.

I don't actually recall who thought of the plan but one did formulate there in the late twilight, to change Snell's mind about the efficiency of his pride and joy. One of the gang disappeared but returned a few minutes later with several long strands of hay wire. Then, as the shades of night darkened the scene enough to encourage confidence, the conspiracy was carried out.

John, one of the boldest of the group, took the hay wire and crawled under the Ford. Using triple strands, he strung the wire from the spokes of the front left wheel to the right rear wheel. Having accomplished this act without mishap or detection, he did the same with the front right and the rear left! A short piece of iron rod did for a "swifter" and his bold, bad, boy (no friend of mine, mind you), twisted the wires in this crossed fashion until they were singing tight. Nothing less than wire-cutters would ever release the poor "T" from these shackles.

The group retired to a safer distance down the street and waited developments. A few butts were smoked and many speculations voiced as to what the outcome would be.

About three quarters of an hour later the owner and his entourage returned to the car with visions of returning home. The missus and daughter safely and comfortably seated, Snell cranked the car which admittedly started on the first twist. He got in, raced the motor a bit, then engaged the low gear. The "T" stalled. Obviously a bit annoyed but nevertheless unsuspecting, the same procedure was quickly carried out twice more, each time the motor being raced a bit more vigorously. The fourth attempt was disheartening enough to cause Snell to seek assistance so he hied off to the local garage and obtained a tow vehicle to give him a start.

(Continued on page 7)



MANITOBA'S OWN

Famous across Canada

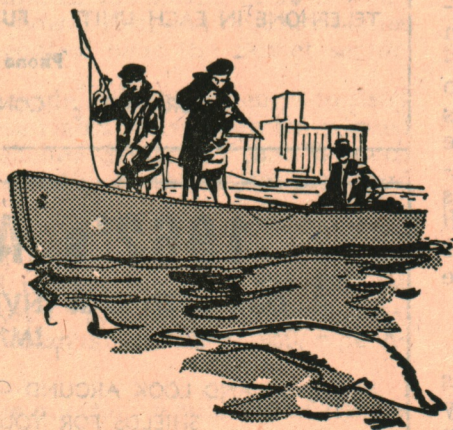
Up on the rugged, rocky shore of Hudson Bay, the port of Churchill stands today as Canada's chief northern gateway to the sea-lanes of the world.

In late July, the first ocean ships come down The Bay, and tie up at Churchill. From then until early October, the harbour hums with activity. Cars, tractors, china and other goods arriving from Europe are loaded for their 1,000-mile rail journey south to Winnipeg and connection with the transcontinental railways. And from Churchill's five-million-bushel terminal elevator, golden rivers of Prairie grain flow into the holds of the big ocean ships for their return voyage across the Atlantic.

Named for John Churchill, the first Duke of Marlborough (an ancestor of Sir Winston Churchill), the town has a present population of 1,200. It is one of the oldest settlements in Canada, established nearly three centuries ago by the Hudson's Bay Company.

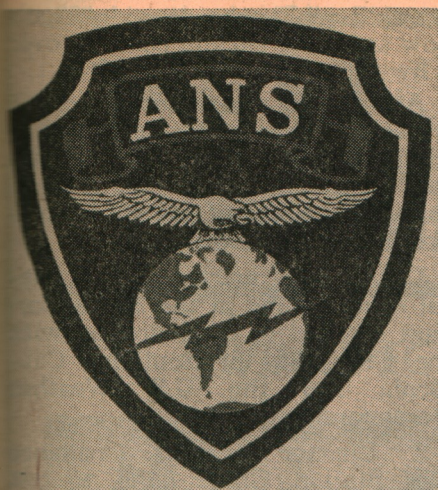
In addition to being a busy seaport, Churchill is also one of Canada's leading whaling centres. And four miles from the town, the large U.S. and Canadian army base and airfield at Fort Churchill plays a strategic role in Arctic defense.

Thriving seaport, growing tourist area and key military site... Churchill can look to a bright future as Canada expands its northern horizons.



THE CARLING BREWERIES (MANITOBA) LTD.

Redwood Ave. and Main St. Winnipeg



ANS CREST

Instructional Wing Jottings From ANS

Two new faces have arrived on the training scene just recently. You'll remember we said good-bye to Major R. J. Shaw and S/L R. H. McNichol in mid-summer; well, their displacements are here and quickly settling in.

Major H. H. Powers came to us on graduation from the Armed Forces Staff College, Norfolk, Va. had previously served for 11 years in Strategic Air Command with his last station being Chennault AFB in Louisiana. Bomber operations have been his specialty for most of his career, having started his flying on the B-24 "Liberator" during the war and then assigned to the B-29 and B-47 in SAC. Major and Mrs. Powers, and their three daughters, are now living in St. James and their son is serving in the U.S. Army. Our welcome to the Powers family and best wishes for a pleasant "northern tour."

The second new arrival on the Chief Instructor's staff is S/L D. L. Turner, the new head of electronics training. He joined the RCAF in 1946 and became a Com-Tech 'Air,' remustered to aircrew in '48 and graduated as a Radio Officer. Then he proceeded on for Navigation Officer training in '50 and Air Interception in '52 so he has had all three of the Radio Nav courses. Finally got to a squadron, it was 445 on CF-100's, and this was followed by an exchange tour with RAF Fighter Command. Flying duties continued on return to Canada with the OTU at Cold Lake, then eastward again for CADO duties at St. Sylvestre. Back to the golden west after two years and we have him starting his first TC tour, welcome to the Electronics shop and best wishes for a more "settled" tour.

Quite a bit of hammering and banging going on this past week at the far end of the lower floor. Programming office is expanding to make room for Phyllis' charts and pencils, all part and parcel of Agger and Pett Industries Ltd. A well deserved improvement for those busy people.

Bid our farewells to F/L Wilf Michaud last week, whistling off to the Personnel Selection Unit for Airmen at St. Johns, Que.—one of the fastest moves we've seen. Never did get a chance to wave good-bye to Mary as she stayed down east off leave when the transfer came through. F/L Michaud had 3½ years with the school and was in charge of Officer Training sec-

tion. Was also Oi/c Station Hobby Shop.

F/L Kerr moves down from Nav/Air to become the new head of Officer Training. F/L Al Wake-man, our RAF exchange officer, comes down with him and we wonder if they'll miss the mad whirl of nav trainers, flying details, and logs and charts? Suspect the whirl of parades, OT lectures, barrack inspections, personal assessments, and counselling can become just as mad.

We miss the pleasant smile of Sgt. Lonie around the halls. He was associated with our morse training for at least four years, an ANS stalwart. Wonder how he likes Whitehorse—up in time for the fall fishing and hunting, and can always take up mountain climbing.

See you next week.

Norwegian Liaison Officer



CAPTAIN THOR SVENOE

Captain Thor Svenoe, 35, of the Royal Norwegian Air Force, will spend the next two years in Winnipeg as liaison officer at RCAF Training Command Headquarters. As such, he is responsible for the administration and welfare of Norwegian student pilots and navigators under training at RCAF stations. Captain Svenoe, who replaces Captain Johan Kjaerstad, too his own pilot training at Texas and Arizona bases of the USAF, and has also served in several European countries as an exchange pilot under NATO. During the Second World War, he was an active member of the Norwegian underground resistance movement at the age of fourteen, was captured at the age of sixteen and spent two years in a German concentration camp. After the War, Captain Svenoe studied at the University of Oslo, from which he graduated with an M.A. in languages. He is a keen skier and tennis player. A bachelor, Captain Svenoe is son of Mr. and Mrs. Thorleif Svenoe, Drammensveien 8, Oslo.

BOWLING NEWS

With the advent of the coming bowling season creeping up, the organization meetings will get under way next week for the Inter-Section and Mixed Bowling Leagues.

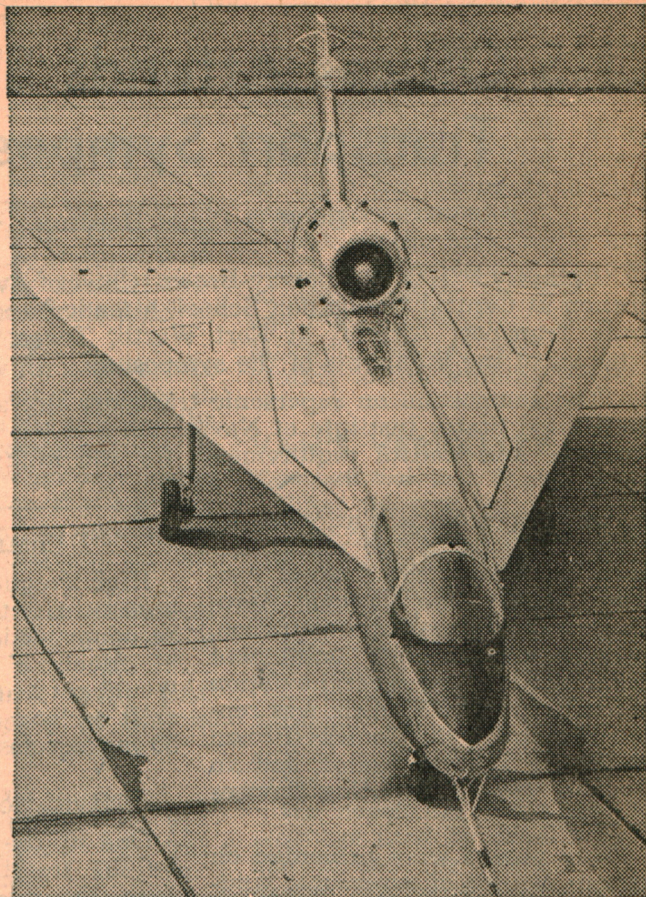
At 1500 hours on Thursday, Sept. 28, the inter-section league shall

THE FLYING ARROW

This arrowhead research aircraft, the Handley Page H.P.115, made its first flight recently at the Royal Aircraft Establishment, Bedford, England, and may play an important role in research for Britain's projected supersonic airliner.

The sweep of the aircraft's wings is greater than that of any aircraft yet built and makes it the world's slenderest delta wing plane.

The H.P.115, which is expected to make its first public appearance at this year's Farnborough Air Show, has been designed to undertake a test programme to enable designers to study handling characteristics, stability and control to be expected from very high speed aircraft of this shape at the low speeds necessary during take-off, approach and landing.



get together at the Lower Rec Centre Lounge to prepare for the coming season.

The mixed league will hold their first general meeting at the same location at 1330 hours on Friday the 29th.

All teams entered or contemplating entry in either league are requested to have their captain or section representative attend whichever meeting concerned. This is not restricted to these people only, all potential bowlers may attend.

Team Application Forms are now available at the Recreation Centre and all entrants are requested to fill out these forms and submit them as soon as possible.

Swimming Regulations

The following regulations shall be in effect:

Badges must be sewn on securely to swimming suits, and will serve as means of identification for all personnel entitled to use the pool. People without this identification will not be allowed to enter the pool. Children under eight years of age must be accompanied by a parent. Badges will not be sold to dependents, but must be picked up by service personnel or civilian employees.

The dressing room space at the pool is small, therefore, personnel are advised to act accordingly and leave all valuable at home as lock-ups cannot be provided all users.

The life-guard is the authority at all times, and will enforce all rules

and regulations that apply to swimmers.

When the whistle is blown all swimmers shall immediately be silent and listen to the order given by the guard.

There shall be no running, shoving, dunking, playing tag, spitting, etc., in the pool area.

No food, tobacco, drinks or gum shall be allowed in the pool or pool area.

There shall be no smoking in the dressing rooms or pool area.

Swimmers shall not enter the spectator area, nor shall spectators enter the pool area.

Only one person shall be allowed on the diving board at one time.

Entry will be refused all persons with: Boils, Carbuncles, Open Sores, Lesions, Band-aids, etc.

All swimmers shall take a shower, with swim suit removed, before entering the pool.



"Another good thing about this job—you're off your feet...."

Sally's Flowers

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CNS Officer Attends Supersonic Transport Symposium

By F/O COLIN HODGSON

Recently F/L G. E. Conway-Brown, Chief of Evaluation and Reports Section at Central Navigation School, attended a symposium on Supersonic Transport Aircraft at Fort Worth, Texas. The following is a synopsis of the highlights of the symposium.

The symposium on supersonic transport aircraft was sponsored by the United States Institute of Navigation and the USAF to discuss the guidance and control requirements for the high speed transports of the future.

The symposium was attended by representatives of the major airlines, the USAF, the Federal Aviation Agency, the National Aeronautics and Space Administration, aircraft and aircraft equipment manufacturers and several aviation journal reporters. Canada was represented by F/L Conway-Brown of CNS, a TCA navigator, and an engineer from Computing Devices of Canada.

Many papers were presented on various aspects of supersonic guidance and control requirements, with the characteristics and problems of the Mach 2 B58 "Hustler" bomber of the USAF serving to illustrate the necessary characteristics and the inherent problems.

WHY A SUPERSONIC TRANSPORT

Although this type of aircraft is, at present, not economically feasible, it was generally agreed that by 1970 a Mach 3 transport would be feasible and desirable. It was felt that the USA must now put a maximum national effort into designing a supersonic transport if it is to maintain a leading economic position in the aircraft industry. Other considerations were U. S. prestige and national security.

Several designs for supersonic transport aircraft have been put forward. The foreign proposals were the French Mach 2 Super Caravelle which may enter production in the 1964-66 time period and a British proposal which would have some characteristics of the Super Caravelle but a greater range. The American proposals include an aircraft similar to the B170 of North American Aviation, and a further development of the Convair B 58.

SUGGESTED AIRCRAFT CHARACTERISTICS

A supersonic aircraft must be capable of operating from existing runways, have an ability to climb steeply and still have a low noise level on take-off. All flight time below 40,000 ft. will probably be subsonic to reduce the effects of sonic "boom" on the ground.

COMPATABILITY WITH AIR TRAFFIC CONTROL

It was suggested that the present air traffic control system would not be compatible with economical operation of supersonic transports. Because the major costs of operation would be fuel, any delays or diversions may make operating costs prohibitive. Also it was stated that the present VOR and TACAN navigation aids will not be compatible with supersonic aircraft at altitudes in excess of 70,000 feet.

COMMUNICATIONS

High Frequency single side band communication equipment was recommended. It was stated that at Mach 3 voice intelligibility would not be deteriorated by doppler shift as long as frequencies below 30 megacycles are used.

NAVIGATION REQUIREMENTS

One of the major changes will be the traditional heading reference, the magnetic compass. Due to their all steel construction supersonic aircraft and magnetic compasses are incompatible so that some accurate form of gyro heading reference will be used.

Because the inadequacy of the present ground-based navigation aids and the great cost of improving them it was generally agreed that the major navigation aid would be totally self-contained in the aircraft. With the revolutionary increase in speed, the accuracy of this system must be much greater than the present 2% systems. One speaker suggested that a 0.4% system would be required.

All navigators, especially those with B-58 experience, were in favour of an automatic navigation system but suggested a simple and reliable system with a human monitor. It was also generally agreed that a doppler navigation system would be part of the supersonic transport navigation system. By 1970 Doppler accuracies of 0.1% are expected to be obtainable. The major back-up aids might be an automatic astro tracking system and a map reading radar.

As well as hearing many papers from all facets of the aircraft industry, airlines and the military, the symposium visited Carswell AFB to observe B-58 training devices, and Corvair's B-58 assembly line.

Drama Club Loses Director

Cpl. Dave McBurney, currently directing the one act play, "The Man in the Bowler Hat", will be on his way to Europe before the play is produced. The RCAF Drama Club, in making this announcement, said that McBurney's transfer date, originally set for mid-December, had been pushed forward to October 1st. Replacing him as director will be Sherwin Lyman, producer of the current play.

Cpl. McBurney has played an active role in Drama Club activities both in acting and stage work. He had been appointed Building Manager for this season and had been scheduled originally to direct one or more plays. His departure will be a great loss to the club. He is transferred to 1(F) Wing, Marville.

Meanwhile as is traditional with both the stage and the RCAF, the show must go on, and the cast and director will be ready to stage the play Tuesday, October 3rd as planned. Cast in the various roles are: Jim Lewis as "John", an RCAF member who played in "The Hasty Heart"; Daisy Wallace as "Mary", a product of Winnipeg Little Theatre and who played in "Italian Straw Hat"; Bob Reeks as the "Hero", a member of the cast of "And Then There Were None" and chairman of Telephonic Players; Claudia Greenberg as the "Heroine", a graduate of the new Manitoba Theatre Centre School; Pat Munro as "The Villain", a new RCAF member; and Frank O'Neill as "The Bad Man", also an RCAF member new to the club.

The play is to be presented free of charge to anyone interested in amateur theatre work of any kind. Readings for the season's first three act play, "My Three Angels", will take place the same evening.

ODD SOUNDS

Ever hear a sea lion bark?
Under water?

First recorded evidence that sea lions do bark while under water was disclosed recently by the Lockheed-California Company.

The recordings were made aboard the company's research ship, the Sea Quest, during a week's cruise devoted to tracking down soniferous (sound-making) aquatic mammals.

Equipped with special hydrophones and recorders, the Sea Quest brought back transcribed proof that whales, sea lions and other mammals make distinct underwater noises.

The findings, obtained in cooperation with the U.S. Navy's Fleet Antisubmarine Warfare School and Naval Electronics Laboratory at San Diego, will be applied to Lockheed's fund of ASW knowledge.

Marine ecologist Robert Eberhardt, of the Lockheed ASW and Ocean Systems technology division, said underwater creatures can utter noises that create false targets for sonar and other detection gear.

"By identifying and cataloging their individual sounds, we can eliminate much of the confusion faced by either shipboard or airborne sonar operators," Eberhardt said.

Sea lion noises — barking, grunting and chattering — were taken on 6,000 feet of magnetic tape, which also included sounds of porpoises, croakers and — snapping shrimp.

"Just imagine fat sizzling in a

hot skillet," Eberhardt said. "That's how snapping shrimp come in over a hydrophone."

After being christened March 10, the Sea Quest was first assigned to internal wave studies, working with the Naval Ordnance Test Station, Pasadena. Some of the subsequent accomplishments this summer:

1. Low-level marine meteorological observations in the Santa Barbara channel in collaboration with the University of Southern California and the U.S. Weather Bureau.

2. Charter to Naval Ordnance Test Station, China Lake, to test implosion devices at 6000-foot depths.

3. Experiments with new anodes for Lockheed Aircraft Service's "Cathode" anti-corrosion system.

4. Testing current buoys which automatically telemeter information.

5. Charter for detailed bathymetric survey of the Osborn Bank near Santa Barbara Island.

6. Current measurements off Guadalupe Island, near the "Moho" drilling project.

Next mission for the 50-foot ship, considered the most flexible and adaptable oceanographic research vessel in the country, will be sampling of the ocean bottom along the slope area between San Diego and Dana Point.

Eberhardt said the bottom samples will contribute to better understanding of slope stability and underwater landslides.

MANITOBA FACTS

The University of Manitoba and Affiliated Colleges are expected to enrol about 8,400 students this Fall, of which an estimated 2,000 will be "Freshies". This year's enrolment exceeds that of 1960 about 800.

A common sight in Greater Winnipeg these days are trucks and railway cars piled high with sugar beets destined for the Manitoba Sugar Company plant in Fort Garry. The factory's annual production average over the past five years has been 53,500,000 pounds. Some 900 beet growers have received in total, annual payments of about \$3,000,000 during the same period.

While Agriculture has been eclipsed by Industry in Manitoba as a dollar earner, it is still a very potent factor in our economy. The net agricultural production for 1960 was approximately \$255,000,000.

The estimated number of farms in Manitoba in 1960, was 47,000, the net production per farm being calculated at \$5,430. Manitoba farmers spent \$32,000,000 on implements and equipment in 1960.

St. Boniface is among the top twenty industrial cities in Canada. With two major packing plants located there, meat packing is by

(Continued on page 8)

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SPORT TALK

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WINNIPEG CRICKET CLUB



Front row: F/L J. F. Snell, LAC N. G. Gage, F/O P. N. Thorpe (Capt.), LAC G. C. MacDonald, LAC T. P. Jordan. Rear row: LAC A. DeBruyn, WO1 R. F. Hodgson, LAC H. F. M. Lloyd, LAC H. S. Holder, LAC R. Layfield, LAC A. F. Cuddington.

CRICKET

In the final game of the season, Saturday, 16 Sept., the RCAF was defeated by the Winnipeg Cricket Club. Winnipeg scored 107 for 8 and the RCAF replied with 43.

Batting first, the Winnipeg Club scored freely with Conn, Smith and Weir making 22, 24 and 15 respectively. Although the RCAF fielding was good and the bowling steady, the RCAF were unable to shift the first batsman before several runs were scored. Roy Bowes bowled extremely well for the RCAF taking 5 wickets for 40 runs in 8 overs. Cliff McDonald made a brilliant falling catch on a hard cut by Wittington.

Brian Walkerly was the only RCAF batsman to reach double figures. Brian, back from North Bay on a navigation cross training course, formerly played for the Winnipeg Team and has been a welcome addition for the last two games. Walkerly showed his old form by hammering out a quick 16.

The season wraps up with the RCAF finishing fourth in the league of six teams. Although not an outstanding achievement the record is commendable when all things are taken into account. Cricket players are scarce and at any one time the team of eleven was picked from no more than a nucleus of fifteen. Although the record shows that the RCAF team only won two games and drew one, there were several other games that with a little bit more luck could have easily gone in favor of the RCAF. The team is recognized in the local league as a sound contribution to Cricket and serves well to enhance the relations between the RCAF and civilian community. It is hoped that a team

from the RCAF will enter the Manitoba Cricket Association League next year and every year.

SOCCER

Soccer action for the "Pearkes Challenge" Trophy has seen the Winnipeg soccer team come out on top in the three elimination games played at Portage la Prairie, Rivers and Saskatoon.

The first game was played at Portage with the station team winning by a score of 2-0. Minus a few of the regulars, the team played a good game and deserved the victory. The marksmen were Tommy Reed and Jack Barry; Reed a new addition to the team, is one of the most outstanding players to come this way in a long time.

The game at Rivers was much the same, with Reed and all the F/C's missing, the station team was strong enough to overpower the Rivers team by a score of 3-0. The Winnipeg team won the last game of the three-game tournament by a wide margin scoring 7 goals to none for their opponents.

The team's next game will be played at Ottawa against the eastern finalists for the "Pearkes Challenge" Trophy. This game will be played on 30 Sep. As the game will be played on the week-end there should be no great loss of time. For this reason it is hoped that all people concerned will give the team their fullest support in this event.

In conclusion I would like to welcome some of the newer members to our club who have been doing a tremendous job. People like F/L Tommy Reed, F/L MacDonald, F/O P. Thorpe and Cpl. J.

Barry. Without these people we wouldn't be making this trip to Ottawa.

TC GOLF TOURNAMENT

Making the trip to Centralia this weekend to represent the west in the annual Training Command Golf Tournament are stations Winnipeg and Gimli who finished one-two in the western finals held at Gimli on Sat., 16 Sep.

The local club, with a 634 stroke total, bested five other entries to retain the western TC title for the third year in succession. Gimli, 33 strokes back of Winnipeg, ended in second place for the right to accompany this unit to oppose two eastern teams at Centralia on Sat., 23 Sep.

Cpl. Terry Burns shot a one over par 71 to top the list of 48 other contestants and win individual honors at the Gimli event. LAC Vic Lowe's 74 was good for the second best score of the day.

The six best totals were:

Cpl. Burns, Winnipeg	71
LAC Lowe, Winnipeg	74
Cpl. Shearer, Gimli	75
Sgt. Hurtick, Winnipeg	76
Cpl. Beatty, Gimli	77
LAC Black, Winnipeg	79

Other Winnipeg scores:

WO1 Morgan	80
F/L Breffitt	8
F/L Ackert	83
LAC Shultz	88

Five of the eight Winnipeg participants are members of last year's contestants who captured the TC honors at Portage and will be out once again to have their names engraved on this golf trophy.

WP SOFTBALL

In a contest held here on Sat., 16 Sep., the local girls' softball team went down to a 6-1 defeat at the hands of the St. Jean eastern champs in their quest for the Training Command Girls' Softball Trophy.

The Quebec club outshone and outscored the Winnipeg nine who scrapped and hustled their hearts out but could not master the pitching slants of Sharon Sinclair who hurled the route for the visitors.

Rusty Thomason threw good ball for the losers and is the owner of a very smooth pitching motion. However, it is seldom any team wins games by scoring only one run and this was no exception. The final score was no indication of the calibre of play that occurred and a few times our girls threatened but could not break through for needed runs.

Hearty congratulations to the St. Jean club and to their assistant coach, Cpl. Jack Barry, for an entertaining performance.

To these girls, Jean Shopa, Rusty Thomson, Marg Greer, Betty Jenkins, Betty Findlay, Pearl Kocow-

ski, Sandy McCritchie, Betty Logan, Simone Pelletier, Milly Simon and Pat Kessel, they put out a real effort.

Many thanks to S/L Murphy, F/L Strang and F/O Peterson of St. Jean for taking time out for pre-game ceremonies.

Later, at the Airwomen's lounge, the Dr. Banting trophy was awarded the winners by W/C Currie and the Commanding Officer, G/C Mitchell handed out individual awards to the winning players.

VAN'S VERBILITY

(Continued from page 4)

When the tow chain was hooked on, the big Buick took up the slack and then stalled twice before the service attendant really "goosed" the gas pedal.

The last we saw was the "T" being towed up the street with its three passengers and all four wheels dragging. No one dared hang around any longer so the group broke up and scattered.

We never did learn the actual language used by Snell after they had jacked the Ford up at the garage and wire was discovered. However, we did hear that it was sufficiently vile to have him suspended as an elder of the church, and we know he did glare at every young fellow in town on each visit henceforth.

Years later I did contemplate telling the daughter, Mae. But by this time she had married a professional boxer and the time still wasn't considered just right.

The Old Timer

"Some people boast they can trace their ancestors back for centuries, yet they don't know where their kids were the night before!"

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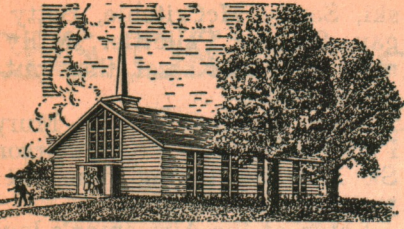
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Chapel News

PROTESTANT CHAPEL NEWS

SUNDAY, 24th September

0830 hours—Holy Communion—Anglican. Communicant members of other churches are invited to attend and participate.

0930 hours—Junior Congregation—Chapel.

0930 hours—Primary—Lounge, Rec. Hall.

1100 hours—Nursery—Chapel Annex.

1100 hours—Divine Service.

MONDAY, 25th September

2015 hours—Chapel Guild Meeting.

WEDNESDAY, 27th September
1615 hours—Junior Choir Practise.

THURSDAY, 28th September
2000 hours—Senior Choir Practise.

FAMILY SERVICE

The first of our fall family services will be held in the Chapel next Sunday, 24th September, at 1000 hours. It is planned to have such a service the last Sunday of every month. At these services the Sacrament of Infant Baptism will be celebrated. Parents with children or infants for Baptism at one of these services are asked to notify the Padre, local 417.

CHAPEL GUILD

Until the annual Christmas Tea and Bazaar is over our Guild will hold two meetings a month, the second and fourth Mondays, in the Chapel. The meeting on the fourth Monday will be a work meeting. The first of these work meetings is planned for Monday, 25th Sep. Guild members are asked to bring along their knitting and sewing so they can get on with the job during the meeting. Members are also asked to bring along useful items for the White Elephant table.

DON'T THROW IT AWAY

While you are doing your fall cleaning and tidying up after the end of holidays and getting the children off to school, you will come across lots of things that are too good for the garbage but a nuisance to have around the house. It's clothing, please leave it at the Chapel or phone for pickup. Good used clothing is always welcome and we have several outlets for it—the Indian Metis Friendship Centre for their rummage sales, the Salvation Army or the northern Indian missions. If you turn up old books, lamps, knick-knacks

and other things suitable for the Guild White Elephant table at their Christmas Bazaar—please drop these items off at the Chapel or contact Mrs. Jo Smyth, 176 Braintree, phone VE 2-6998.

SENIOR CHOIR

We still need volunteers for the Senior Choir, especially in the male section. Practices are held every Thursday evening in the Chapel at 2000 hours. On Thursday evening, 28th September, following practise, the choir members will enjoy a barbecue party at the Chapel. Old members are invited to turn out for this occasion and prospective members of the choir are invited to come along on the party night, and sample the happy fellowship of the choir and the tasty products of the barbecue.

JUNIOR CHOIR

The first practise of the fall season will be held in the Chapel Wednesday evening, 27th September, at 4:15 p.m. All former members of the Choir and mothers are asked to note the change of practise night from Friday to Wednesday. For those who have newly arrived at the Station this summer, the Junior Choir is a group of boys and girls ages 9 to 12 who practise weekly in the Chapel under the direction of Mrs. Sybil Ross, and who on the last Sunday of every month provide the music for the Chapel Family Service at 1100 hours. If you have a boy or girl in the age group 9-12 who would like to join the choir, send them along on Wednesday, 27th September, at 4:15 p.m.

CAN YOU PLAY THE ORGAN

Mrs. Delia Saunders, who has so faithfully provided the music for the Junior Choir for the past two years, and has so often played the organ for Chapel services, is retiring from her organ duties. This leaves us with only one organist on our Chapel Staff and no spares. If you are an organist or a budding organist and could help us, please ring the Padre at local 417. Any taking organ lessons in the city who would like access to the Chapel organ for practise purposes are entirely welcome to its use and can make arrangements for obtaining the key to the organ by phoning the Padre.

CHURCH SCHOOL RE-OPENING

Registration and enrolment of Church School Pupils will take place Sunday, 14th Sep., at the times and places indicated.

Nursery: (three year olds)—1100 hrs—Chapel Annex.

Kindergarten: (4 and 5 years olds and grade one)—1100 hrs—Recreation Centre.

Primary: (Grades 2 and 3)—0930 hrs—Rec. Centre.

Juniors: (Grades 4, 5 and 6)—0930 hrs—Chapel.

Intermediates: (Grades 7 and 8)—0930 hrs—Chapel.

Parents are asked to pin a note containing the full name, address, phone number and birth date, to the lapel of pupils unlikely to remember this information

"More people would amount to something if there weren't so many ways of getting out of doing things."

TELECOMMENTS

I have crawled out of the woodwork again to try and put pen to paper and hope something intelligent appears.

I would like to give a well-deserved pat on the back to the Telecom Soft Ball team on their showing this season. Although the lads were clobbered slightly by ANS in the final, they came a lot farther than anyone expected and played away above their heads in getting as far as they did. So, chaps, a pat on the back for a job very well done.

Recently, we had a section party. It was a very successful affair. LAC Cliff McDonald showed some colour slides of the recent tour of the station cricket team. One of the best was an action shot of LAC McDonald leaping high in the air after being struck on the ankle by a cricket ball. Also on the program was an excellent lecture by WO2 Watchman on The Care and Feeding of Goldfish and Budgies. The only person who did not enjoy this part of the program was Mrs. Watchman, for it seems that while she was at the lake this summer there was a decided upswing in the mortality rate of goldfish and budgies while they were in the tender loving care of WO2 Watchman.

We are saying goodbye to three stalwarts of Telecom shortly, LACs Mitch Tkach (rhymes with Scotch), Dick Cliff and Ernie Thalman, who are crossing the pond to strengthen 1 Air Div. Best of luck from all of us in Telecom.

MANITOBA FACTS

(Continued from page 6)

far the largest industry. Other important industries in St. Boniface are oil refining building materials, flour and feed, steel and sheet metal products, and products of wood and paper.

Greater Winnipeg is growing as a convention city. New hotels and motels are being completed in rapid succession. New accommodation completed this year includes the Viscount Gort—68 units; the Diplomat—30 units; The Kildonan Motor Hotel—20 units, and a third floor added to the City Centre Motel. Under construction are the Carlton Motor Hotel—113 units; the Airliner—75 units; the Niakwa Hotel—36 rooms; Montcalm Motel—24 units; Charleswood Hotel—20 rooms; Albany Motel—30 units. Most have facilities such as restaurants, cocktail lounges, swimming pools.

Manitoba has been chosen as the site of Canada's second atomic research centre. When completed, it

(Continued on page 9)

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TECH TALK

SUPPLY NOTES

A big "Hello" to all the brave readers who will endeavour to plunge into this column. Previous contributions from Supply being so silent we hope this one causes some sound.

Supply is a big section, as you all know, having many and varied jobs. So big and so busy is the section that it has been known for one to lunch at the Snack Bar, sitting next to a complete stranger who is a Sup Tech and has been here for two weeks.

To help eliminate such an occurrence again, we'll welcome our most recent newcomer . . . Mr. Cooke working in R & I, Sgt. Nault in the Warehouse, Cpl. Reich at MSE Supply Group and Cpl. Burton handling Repairable Section. Also new in Supply and new in the RCAF are two contact trainees — AW Deal and AW MacMillan — in Stock Control.

One of Supply's policies is to promote good relations — Clothing men with their public, FS Harrison with his public, Forward Supply with their phone-in-customers, and gals with guys. (The latter is proven by three marriages in as many months). The biggest promotion of any kind was a rank promotion when our WO2 McCarvill changed the "2" to "1" . . . belated congratulations and may your celebrations be long remembered.

To keep Supply personnel on their toes, a change of job is made at various intervals. Confidentially, this tends for some confusion, both inside and outside Supply. To those inside we say — never give up, never give up, never give up that CAP 16. To those on the outside we say — we are really not trying to give you the run-around. Anyone wishing to contact WO1 McCarville regarding Icelandic flags—forget it. He is now a WHO, leaving Stock Control to FS Clayton. Any calls to R & I should be directed to the new NCO i/c, Sgt. Nault, a man who carries much weight around this section. If you should call Sgt. Potter, he'll gladly tell you anything — that is, anything you want to know in Clothing Stores. LAC Krouse, formerly Repairable, also joins Clothing staff.

A formal farewell was bid to F/O Cummings who leaves soon to take over SSUpO duties at Stn. Parent. (Judging from a recent issue of Voxair, front page, what male wouldn't want to be stationed there.) Since F/O Cummings' arrival here in July 1958, sportsmen have realized an active and interested athlete. From the very participation, both in hardball and softball to holding position of a referee in the Manitoba Jr. Hockey League, to hunting and fishing. So, it is good-bye to F/O Cummings, his wife and two children.

A formal farewell was also bid to Sgt. (Mr.) J. Miller who left Supply and the RCAF because of health. He has gained back life, ambition and a good job as Provincial Admin. Officer for Civil Defence. The best to you, Jack.

Others who have left recently—LACs Arold, Hjorth, McRae, Mor-

ris and White—the last three presently on supply course.

Remember . . . only 13 weeks till Christmas. Hope to see you again.

MANITOBA FACTS

(Continued from page 8)

will constitute a whole new town for our province with several thousand inhabitants. The purchasing power of these new Manitobans will be considerable and the bolstering effect of the reported \$25,000,000 which will be spent on the project will be eagerly anticipated by all Manitobans.

This is a big year for dwelling construction in Greater Winnipeg. To the end of August, 1,919 permits were taken out for dwellings, 313 more than in 1960. Assiniboia had the largest number with 377.

One of the notable features of the Legislative Buildings is the extensive use of Manitoba limestone or Tyndall Stone in its construction. This stone has a reputation for more than its fine qualities as a building material. It contains many fossilized remains of creatures which existed millions of years ago in this area. Many of these may be seen in the building's stonework.

Soon the Crisp autumn weather will give our trees the many hues of fall. Why not take a weekend trip through the colorful scenery of autumn just to enjoy the wonderful combination of warm sun and cool breeze which make our Fall days so invigorating. Many people consider Autumn the best time of year in Manitoba.

Every day, Winnipeggers are becoming more aware of the importance of manufacturing to their community. Many are aware that our Metro Area is by far the most important manufacturing centre between Toronto and Vancouver. The Industrial Development Board reveals that the number of persons employed in manufacturing here is several thousand more than the combined totals of Calgary, Edmonton, Regina and Saskatoon. More Employed Means More Payrolls which means prosperity all down the line.

The perimeter highway is progressing. From Trans Canada Highway West, to the Wilkes Avenue Overpass is 4 lanes paved; from Wilkes Avenue to Pembina Highway is 2 lanes paved; from Pembina to St. Mary's Road is 4 lanes paved; from St. Mary's to St. Anne's — 2 lanes; and from St. Anne's to Trans Canada Highway east is now being paved. Preliminary work on northern sections of the route is also underway.

Population density varies greatly in Greater Winnipeg from the average 2,100 per square mile. Winnipeg City has 10,000 persons per square mile while Old Kildonan with 100, and Assiniboia with 130 per square mile, are the least populous.

Greater Winnipeg manufacturers make a greater variety of goods than are made by the manufacturers in any comparable Canadian city. Ask your dealer for locally made goods. In most cases they are competitive in every way with imported items.

NEW BOOKS

Station Library has received the following new books:

- Art of Folly *Tabort*
- These Ruins Are Inhabited..... *Beadle*
- A Shooting Star *Stegner*
- Mind Motive and Will..... *Hughes*
- The Sixth Man *Stearn*

and a number of children's books.

TO RCAF WINNIPEG FROM TRAINING COMMAND

RCAF Station Winnipeg retains Western TC baseball championship for 1961 by winning a three team elimination tournament held at Station Winnipeg PD congratulations to Station Winnipeg's baseball team BT.

JANSEN BROTHERS

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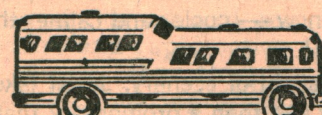
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All ads of a commercial nature will be 13c per agate line.

Ads will not be accepted by phone.

Classified ads will be accepted until 1600 hours on Monday of each week for the current issue of VOXAIR.

Classified ads of a non-commercial nature will be free to all employees of R.C.A.F. Station Winnipeg.

Persons desirous of having their ads appear in more than one issue must resubmit the ad each week they wish it to appear.

TV REPAIRS

Service Call \$2.50. Call Hector at 'L' Electronics, VE 7-1827.

SEPTEMBER SPECIALS

Firestone Top Quality Tires at Wholesale Prices — Why not BUY a Pair?

Our Service is bad, our prices are high, we need the money, so give us a try. Best wishes:

STANMORE TEXACO SERVICE
Portage Ave. and Whittier St.
Kirkfield Park Phone VE 2-2660

CRAFTS AND HOBBIES

Specialized brickwork, custom jobs. Estimates, chimney repairs, etc. Sgt. Tom Danberger, 271 Ness Ave., VE 2-3824.

FOR SALE

1958 Volkswagen Custom Deluxe with Sun Roof, Radio, new tires and trailer hitch. This car is in excellent condition. Terms can be arranged. Local 487.

DUTCHMAN'S MARKET

Fill up your freezer with fresh vegetables at the DUTCHMAN'S MARKET, Lot 4, Victoria Street N., Kirkfield Park.

'52 Buick Tudor, custom radio, automatic transmission, windshield washers, new battery, winter blockheaters. Reason for sale — have purchased newer vehicle. VErnon 2-6430 after 5:00 p.m.

1952 Studebaker, radio and signal lights. LAW Kessel, Local 303.

Priced for quick sale Walnut Bedroom Suite. Complete \$50.00. VErnon 2-5567.

1953 Blue Chev.—210 Model. In excellent condition, \$350 or offer. Phone VE 7-2000, 43 Jameswood Dr.

30" Clare Jewel electric stove. Full size oven with automatic timer switch, look-through door, and separate warming compartment. \$80.00. Phone VE 2-2150.

BROOKS FOR LIFE INSURANCE

Donald H. Brooks—Business: 3rd Floor, Natural Gas Bldg., 33 King St. Whitehall 3-7436; Residence: 105 Bruce Ave., St. James, VErnon 7-1631.

RIDE WANTED

Civilian would like a ride from Logan and Arlington to TCHQ. Willing to pay \$1.50 weekly. Phone 269 — Dorothy.

WESTWIN EXCHANGE

Hunting licences are now available at the Westwin, also a limited supply of shot gun shells. We are now carrying a supply of Officers' shoes and for those we cannot fit, a letter of introduction will be issued which may be used at the supplier. We also have many other items of interest — see you at the Westwin.

THE BLITZ

The ladies of the Protestant Ladies' Guild will be calling throughout all married quarters on Tuesday, September 26th, for any wool pieces of clothing or any white elephants that could be usefully employed in the bazaar — won't you help?

CAN YOU SPEAK IN PUBLIC?

The Winnipeg School Board Adult Evening School is offering a course in Public Speaking — practical and helpful.

The course will include: The Preparation and Presentation of a Speech. The Basic Formula for all Speeches, Voice Projection. How to Introduce and Thank a Guest Speaker, Banquet Procedure, How to Conduct a Business Meeting, Parliamentary Procedure, How to Propose and Reply to a Toast, Presentations and Acceptances, correc-

tion of common grammatical errors and correct pronunciation.

St. John's High School

Day: Monday
Date: September 25
Time: 7:30-9:30
Cost: \$8.50
Length: 24 weeks
Registration: Sept. 18, 25, Oct. 2

Kelvin High School

Day: Wednesday
Date: September 27
Time: 7:30-9:30
Cost: \$8.50
Length: 24 weeks
Registration: Sept. 19, 27, Oct. 4

Greater Winnipeg's population is officially 469,055, according to preliminary figures resulting from the census taken in June of this year. This is an increase of 115,000 in the past 10 years. Among the municipalities of Metro the most spectacular increases were recorded in Transcona, Assiniboia and North Kildonan, each of which nearly doubled its population in the past five years.

* * *

Road maps tell a motorist everything he wants to know except how to fold them up again.



live it up in Manitoba!

Ever toured the highlands of Manitoba — hill-hopped from The Peace Gardens to The Pas? It's a tourist's delight right now — cooler and calmer than any other time of the year. A great way to live it up in Manitoba!

Hundreds of miles of delightful scenery. Jewel lakes tucked in the folds of low hills. Hidden valleys and forests. Now and then a promontory that offers a sudden panorama. These are the sights of the highlands as they roll and dip for 300 miles through west and central Manitoba. The crest is 100 miles wide at its southern extremity, spreading to 150 miles across the back of Riding Mountain.

You'll touch the highest point in the north: a peak of the Duck Mountain 2,727 feet above sea level. From Turtle in the south through Riding and to the Porcupine in the north, every range stands at least 2,000 feet above the sea. (This compared to Winnipeg at 700 feet. Believe it or not hill country out-measures the plains by 2 to 1 in Manitoba!)

Highway 10 cuts the hill country from tip to toe; a half dozen other highways dissect it with a variety of drives from the U.S. border to the north. So why not plan a weekend or a week in the high country?

A great way to live it up in Manitoba!

Labatt's Manitoba Brewery Limited