

Voxair

AN AIRFORCE NEWSPAPER



Authorized second class matter by the Post Office Department, Ottawa, Ontario.

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Volume 11, No. 1.

WINNIPEG, MANITOBA

January 5, 1962

BLOOD DONOR CLINIC JANUARY 10-11

WE WANT YOUR BLOOD ! FIRST COMET 4Cs FOR ROYAL AIR FORCE

The Red Cross Blood donor mobile clinic will be arriving at Station Winnipeg on the 10th of January. Specially trained Red Cross staff and volunteers will be setting up the clinic at the west end of the Combined Mess, first floor. All personnel of Station Winnipeg should have been canvassed by then and have received their appointment time. (If the appointment time has been forgotten or misplaced don't let that deter you, come anytime—the important thing is that you come and donate much-required blood!)

Each week 1,200 bottles of blood have to be collected in Manitoba to keep the blood bank operating successfully. Clinics are planned with this number in mind. Our clinic is held on the particular days designated because of the high concentration of personnel available at this time of the year. Although our clinic is to last just two days it has to do four days work. When the mobile unit is at the station it cannot be anywhere else, so, if we fail to secure the estimated number of donors, we let down our own station, as well as the entire community which depends upon our contribution just as we depend upon theirs.

Blood Banks are exceptionally low at this time of the year and have to be built up after the heavy demand of the festive season just past. If the bank cannot be built up, hospital orders for blood throughout the region will have to be cut by whatever amount we are short. This could be serious, since it might result in postponement of surgery or delay in getting blood to an urgent case. Blood cannot be used after two weeks for transfusion purposes, and must be convert-

ed into blood derivatives. These derivatives are used for burn cases, to help prevent measles and hepatitis, and to help "bleeders" to survive.

Remember, you will not be donating blood to the Red Cross as an organization! You will be donating to a fellow human who is sick and needs your blood to help him in his fight for life. Be generous!

Joint Meeting Held To Honor Western Officer

The National Defence Employees' Association's National President, Mr. Jim Wyllie and the National Secretary-Treasurer Mr. K. Green from Ottawa, attended the joint meeting of RCAF Station Winnipeg and Fort Osborne Barracks Groups. The main purpose of this meeting was a presentation to Mr. Alex McLellan of F.O.B., Past Western Vice-President, of an engraved desk set in recognition of his past work for NDEA.

Mr. McLellan vacated the office of Vice-President in August 1961, at the Third Triennial Convention of NDEA. Mr. Wyllie congratulated Mr. McLellan on the excellent job done by him, serving NDEA members in Western Canada during his tenure of office. Mr. McLellan ensured the members that he would always have a warm spot in his heart for NDEA and offered his assistance to any member requiring same in the future.

As this was the Annual Election Meeting of the RCAF Group, the members were very sorry to see their President Mr. C. R. Hawkins vacate his office. Nevertheless he will continue to service this Group and all the NDEA members in Manitoba from his new position as Provincial President, the position to which he was elected at the August Convention. Mr. Hawkins was the first member of NDEA on RCAF Station Winnipeg. He has served on the executive since that time and has built this group up to be one of the best in Canada. The



The first of five Comet 4Cs ordered for Britain's Royal Air Force made its maiden flight recently.

This latest version of the Comet is powered by four Rolls-Royce Avon engines and can cruise at more than 500 miles per hour with a range of over 2,600 miles.

The R.A.F. Comets will be fitted with backward-facing seats for up to 94 passengers placed five abreast, but the aircraft can be quickly converted for ambulance duties or other uses, such as the task of transporting important passengers on urgent journeys. Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip head a long list of important persons including many Heads of State who have travelled in R.A.F. Comets in the past.

"Albatross To The North" !

By F/L VAL BURDETT—111 KU

"May I have your attention gentlemen." It was a Monday in late November 1961. Briefing had started and, as usual F/L "Gord" Grant, the aircraft captain, was clear and concise. We were to proceed to Yellowknife for the purpose of carrying out a shakedown trip on our newly acquired Albatross aircraft. Would she start easily in sub arctic temperatures? Would she handle well in severe icing conditions? Doppler OK? How about the positions of the airevac litters? Could a hot meal be cooked in the galley oven? The questions were many and varied. To help us with some of these questions, and, to familiarize them with northern flying and operational conditions, we were to take along the SMO, S/L Whiston, N/S Kelly, F/S McC Calder, and F/L Forbes, the Food Services Officer. —Yellowknife!!—What is Yellowknife?? Where is Yellowknife?? Come, let us take a ride.

"ATC clears Air Force Albatross 9310 to the Yellowknife airport via the flight plan route to maintain six thousand in control areas." To the fly guys of the fighting "One Eleventh KU" this particular clearance is old stuff, and as familiar as taking a bath. Wheels were in the wells at 1445Z. Seven hours later after an uneventful but monumental trip (Gord Grant logged his 5000th hour, welcome to the Club Gord). Albatross 9310 touched down at the

Yellowknife airport—temperature a cold —32 degrees.

One could say that Yellowknife is a town produced by the Air Age, it had to be, when one realizes that it is situated about 700 miles north of Edmonton, is only 245 miles south of the Arctic Circle but it is the largest settlement on Great Slave Lake boasting a population of approximately 4,000. However, the history of the town of Yellowknife, which began as a settlement of a few tents in 1936, can, in a sense, be traced back to 1771: this was the year in which the first prospectors started their roamings through the territories. One such man, Samuel Hearne, an employee of the Hudson's Bay Company, travelled from Fort Prince of Wales, which we now know as Churchill, Manitoba, to the mouth of the Coppermine River on the Arctic Coast hoping to find the sources of the samples of native copper which somehow had found

(Continued on page 4)

Xmas Contest Winners

The following children were winners of prizes in the "Make Christmas Happy Contest" sponsored by Voxair:

Wendy Williams, 102 Braintree Cres.; Betsy Eakins, 78 Braintree Cres.; Susan Mitchell, 440 Conway St.; Heather Large, 219 Ness Ave.; and Marie Edwards, 15 Ladywood Drive.

Voxair delivered the gifts donated by all entrants in the contest to Children's Hospital on Dec. 23, where a group of Indian kiddies were given a gift each. To all those who entered the contest, a hearty THANK YOU, and a Happy New Year!



VOXAIR is published every Friday with the kind permission of The Commanding Officer, Royal Canadian Air Force Station Winnipeg, Westwin Manitoba.

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EXECUTIVE AND EDITORIAL OFFICES: R.C.A.F. Station Winnipeg, Westwin Manitoba. Telephone VE 2-1311, Local 308. Printed by The Wallingford Press Limited 303 Kennedy Street, Winnipeg, Man.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscriptions are priced at 1 year (52 issues) \$2.50; 3 years (156 issues) \$7.00; 5 years (260 issues) \$11.00. Postpaid anywhere in the world. Address all subscription correspondence to: Subscription Department, Voxair, R.C.A.F. Station Winnipeg, Westwin Manitoba. Applications from overseas should be accompanied by an international money order for the necessary amount. Canadian subscribers should make their cheques payable to: R.C.A.F. Winnipeg Station Fund.

ADVERTISING RATES available on request.

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EDITORIAL CORNER

Our Pledge

Time has turned another page. The indelible mark of 1961 has been recorded and sealed in the diary of time, and we stand on the precarious brink of decisions which could plunge us into disaster or lift us to new heights of achievement and success.

The world situation is no clearer or safer than it was one year ago—in fact it is perhaps more dangerous than ever as our cold war adversaries flex 100 megaton muscles and speak in strident tones of their need to "protect" themselves. We, on the other hand, justifiably apprehensive of the dangers in relaxing our constant vigil in the protection of peace and freedom as we know it, stand braced and determined to maintain our hard won ideals of freedom and equality for all.

As members of the RCAF, we are a vital link in the chain of freedom which protects the Canadian way of life and our collective hopes for the future.

Our task, however mundane it may appear from day to day, is in truth a position of trust—a position we have chosen as a way of life, and one we have sworn before God and our Sovereign to maintain to the best of our abilities.

As we in the RCAF start a new page in history, it is well that we should pause and reflect for a moment, and re-appraise the responsibilities of our pledge. We must look critically and fearlessly at ourselves, and determine how we can improve—how we can strengthen our resolution to fulfil our pledge, and how we can realize for those who have placed their trust in us the utmost in security and safety in these troubled times.

1962 could well be a year of decision for the whole world. A mistake at a crucial moment, a hasty action in a flash of anger, could plunge us all into a struggle for survival—a fight to the finish. Should this unwanted and unwelcome eventuality arise, we and our brothers in arms throughout the free world would bear the grave responsibility of defending those things we hold most dear. If, on the other hand, we are able to maintain the peace through negotiation and human understanding, our role of vigilance and strength will have to be maintained to ensure that our country and the free countries throughout the world are able to retain the freedoms and privileges they now enjoy.

In war or in peace, in conflict or in truce, we in the RCAF can and must continue our role of defenders and protectors. We must be vigilant, strong, and dedicated. Our course is clear—we must prevail—God help us if we fail.

W.A.G.

AN INVITATION

VOXAIR is being slightly re-organized in an attempt to provide readers with better coverage of Station events and with articles of interest to all readers. Part of the scheme calls for increased reader participation and we hope that readers will feel free to write us, telling us what they would like to see in VOXAIR, giving us contributions of stories, articles, news, or any other copy which they feel would be of interest to the Air Force community. We want to give you as good a paper as is possible, but we need your support and interest. All submissions will be carefully read and every effort will be made to print all suitable submissions. Drop us a line. The address is "VOXAIR" RCAF Station, Winnipeg, Westwin, Manitoba.

OFFICERS PROMOTED



F/O G. N. FRIESEN



F/O R. J. MacPHERSON

Flying Officer G. N. "Gary" Friesen of North Surrey, B.C., has been promoted to the rank of Flight Lieutenant.

F/L Friesen is the son of Mr. John Friesen of Britannia Beach, B.C. He was born in Biggar, Saskatchewan, attended high school in North Surrey, joining the RCAF in September, 1952 at Vancouver. He won his Navigation wings in January, 1956 at Winnipeg, and flew operationally with No. 407 Maritime Patrol Squadron at Comox, B.C. He was transferred to the Air Navigation School at Winnipeg in 1959. In 1960, F/L Friesen was transferred to his present position at the Central Navigation School where he is Publications Officer and Editor of the "RCAF Observer," a Radio Navigator trade journal.

F/L Friesen is married to the former Josephine Ruth Friesen of North Surrey. They have four children.

Flying Officer R. J. "Rod" MacPherson of Winnipeg has been promoted to the rank of Flight Lieutenant.

F/L MacPherson was born and educated at Morden, Manitoba. He joined the RCAF in 1954 after serving with the Canadian Army for three years, and won his Airborne Interception wings at Winnipeg in December 1955.

After operational flying with No. 445 All Weather Interceptor Squadron in France, F/L MacPherson was transferred to the Air Navigation School in Winnipeg as an instructor. In 1961 he joined Central Navigation School in the capacity of Adjutant, a position he still holds.

F/L MacPherson is married to the former Sylvia Dickie of Belleville, Ontario.

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TCHQ AND 111 KU PROMOTIONS WILL BE CARRIED IN NEXT ISSUE OF VOXAIR.

Officer Promoted "CALL 308"

by "WAG"

HAPPY NEW YEAR! How are all the resolutions coming? No doubt you, like ourselves, have made a few dozen, of which only a few will remain unbroken during the next year! Ah well, to err is human—but perhaps we'll err a little less this year!

* * * * *

FATHER: "Now, children, tell me who has been the most obedient during the past year and done everything mother asked them to do?"
CHILDREN (in unison): "You, Pop!"

* * * * *

Our sincere thanks to the thirty-odd kids who sent a card and a gift to our "Make Christmas Happy Contest." The gifts were distributed to underprivileged Indian children in hospital who do not come under the Christmas Cheer Board, or any other such organization, and who would have missed out on Christmas gifts entirely. Once again, thank you kids—we appreciated your generosity, and know that your thoughtfulness will be remembered not only by ourselves, but by the kids who were lucky enough to get your gifts.

* * * * *

A Scotsman called on his pastor to tell him that he was getting married. "Ah," said the minister, "I see you've found a handmaid at last."
"Well, replied the Scot, "I dinna ken whether she's hand-made or machine made, but she's weel put together!"

* * * * *

We notice that quite a few drivers on the station have failed to clear ice and snow from their rear windows, and roar around with absolutely no idea of what goes on behind them. It's a very dangerous practice—especially when these characters back up and bang the snout of someone's car!

* * * * *

A five-year-old lad had one line in a kindergarten Christmas pageant, appearing in angel's garb to say "I bring you good tidings!"
After a rehearsal, the boy asked his Mom what "tidings" were. She explained that tidings were "news."

Came the performance, and he became flustered. After a long, painful silence, the lad blurted out: "Hey, I got news for ya!"

* * * * *

We wish to congratulate the people responsible for planning and developing the new outdoor skating rink near the chapels. Although we basically disagree with outdoor hockey in this climate, we are most impressed with the excellent condition of the rink, and the particularly fine lighting arrangements. Why not try a few skates around the rink? Lots of fun for the whole family!

* * * * *

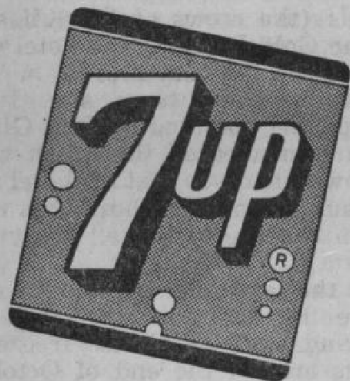
While we're in a congratulating mood—a good show bouquet to the Curling Club executive on the recently completed "Old Crocks" bonspiel. Despite a few miscues in the draw, it was a well attended and very enjoyable spiel. Hope there are a few similar ones in the plans!

CHUCKLES

FLO: "She thinks no man is good enough for her."
JOE: "She may be right too!"
FLO: "Or she may be left!"



figure on a
**real thirst-
quencher!**



F/O R. B. THOMPSON



Flying Officer R. B. "Bob" Thompson of Winnipeg has been promoted to the rank of Flight Lieutenant in the January promotion list.

F/L Thompson was born in Winnipeg and received his early education there. He joined the RCAF in September, 1952 as a cadet at the Royal Military College at Kingston, Ontario, and won his navigation wings at Summerside, P.E.I. in September 1953.

After graduating from the University of Manitoba with a Bachelor of Science degree in Mechanical Engineering, F/L Thompson served on operational flying duties with No. 435 Transport Squadron at Edmonton, and participated in the United Nations Emergency Force activities in the Middle East, prior to being transferred to the Central Navigation School at Winnipeg in 1961.

F/L Thompson is married to the former Corinne MacDonald of Kingston, Ontario. They have three children.

It's all right always to know what to say, but you don't always have to say it.

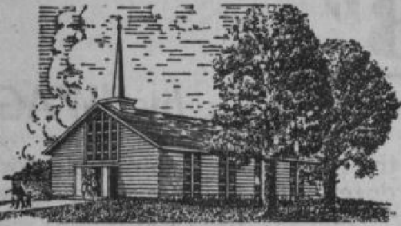
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Chapel News

PROTESTANT CHAPEL NEWS

SUNDAY, 7th January

0930 hrs.—Junior Congregation — Chapel
—Primary, Rec Hall Lounge
1100 hrs.—Kindergarten, Rec Hall Lounge
—Nursery, Chapel Annex
—Divine Service, Chapel
1200 hrs.—Holy Communion — Anglican
1400 hrs.—Holy Communion — Anglican
—Confirmation Class, Teen age, Anglican

1900 hrs.—Senior Teens—Chapel

MONDAY, 8th January

2015—hrs.—Chapel Guild

WEDNESDAY, 10th January

1615 hrs.—Junior Choir Practise—Chapel

THURSDAY, 11th January

2000 hrs.—Senior Choir Practice — Chapel

CHAPEL OFFERING ENVELOPES

Personnel who would like to regularize their givings through the Chapel for the work of Christ and His Church throughout the world are invited to join a growing group who support our Service Chapels through the use of weekly offering envelopes. A set of these may be had by phoning local 417 in the

afternoon, leaving your name and address, and a set will be delivered to your door.

WORLD REFUGEE FUND

Our special Christmas Chapel offering received through the Christmas envelopes and at the Christmas Eve and Christmas Day services totalled \$149.30. This sum is being forwarded to the Central Chapel Fund, Ottawa, for relief work with the world's refugees.

JUNIOR CHOIR

Last Friday, 29th December, the Junior Choir entertained ten young lads from St. Andrew's Mission, Winnipeg, at their annual Christmas party in the Chapel Annex. Singing, games, movies, and mountains of food were enjoyed by all. The choir mothers who helped out at this event reeled home at its conclusion about six o'clock convinced that our children are the happiest, heartiest, hungriest ever.

ADULT CONFIRMATION (ANGLICAN)

Confirmation Classes for Adults will begin in the near future. Persons interested in attending the Classes are requested to leave their names, addresses and phone numbers with the Padres at Local 417. Watch this page for notice of the first class.

SENIOR TEENS

The Senior Teens will hold their first meeting of the New Year at 7:00 p.m., Jan. 7, 1962 in the Chapel. We are continuing our study of the City of Winnipeg as an example of human ecology. The guest speaker will be Alderman F. W. Crawford. His topic will be Winnipeg's Political Organization. New members are welcome.

CHURCH SCHOOL

All departments of the Church School will begin the New Year term on Jan. 7, 1962 at the times shown in the Weekly Calendar above. We have need for three more teachers to replace transferred staff members. Adults interested in helping with the work of the Church School are asked to contact the Padres at Local 417.

DRINKING AND DRIVING

Here are some facts which can explode some of the myths and misconceptions about alcohol.

The drinking and driving problem is one of the major factors contributing to motor vehicle accidents in Canada.

This fact is borne out by many studies of fatal accidents. In a number of states, special studies have shown that as many as half of the drivers involved in fatal accidents had been drinking. A special holiday study by the National Safety Council showed that 55 percent of a Christmas season's fatal traffic accidents involved a drinking driver.

Who Is the Culprit?

The drinking driver is too often misleadingly referred to as a "drunken driver." The term is misleading because a driver does not have to be obviously drunk to be under the influence of alcohol. There are drinkers who have mastered the technique of being able to walk straight, talk intelligently and coherently, and give every appearance of sobriety while they are in an intoxicated condition. These people are not called "drunken drivers" because they do not exhibit the stereotyped behavior of the drunk—the staggering gait, the slurred and unintelligible speech, etc.

Nevertheless, these are the people who cause most of the trouble.

(Continued on page 6)

IN APPRECIATION

I wish to thank all those who sent expressions of sympathy and concern to myself and my family during our recent bereavement.

—F/O CHARLIE WHITE.

"ALBATROSS TO THE NORTH"

(Continued from page 1)

their way to the fort. After this strenuous, lengthy and very courageous journey, Hearne was very disappointed at the small amount of the precious metal he found.

It was in 1933 when prospectors directed their attention to the Yellowknife Bay area and, in 1934 rich claims were staked on the east side of Yellowknife Bay, when high grade gold bearing quartz was discovered. It was 1938 after several years of development that the first gold brick was poured by the Con Mine. Yellowknife became an established gold camp and a centre from which all prospectors could operate.

Today there are two gold producing mines in the vicinity of Yellowknife—Con and Giant. During the past summer, while participating in a search, your writer was asked if he would like to go on a

tour down and through the Giant Mine, but I remembered what my old pappy used to say, "Don't go down the mine son, there is plenty of gold on top!" If you ever have the opportunity, take one of these guided tours, for they are fascinating, frightening, and most educational.

Actually Yellowknife is two towns, the Old Town and the New Town. The Old Town which is situated on the shore of Great Slave Lake is just over twenty years old. There was nothing in the way of civilization prior to that. The gold rush of 1944-1945 and the great population increase resulted in the government establishing the New Town in 1947.

Today Yellowknife is a very proud little town boasting four industries—mining, fishing, trapping, and prospecting. The scenic new Mackenzie Highway System, which begins at Grimshaw, Alberta, and an extension of the Peace River Highway network now runs all the way to Yellowknife. This is the only road link between the Northwest Territories and Southern Canada. Electricity is abundant, being supplied by a hydro plant at Snare River Falls, a most beautiful spot about 70 miles north of the town. However, the shacks one sees in the Old Town still, to a great extent, use candle power. Yellowknife, for such a small and far away town, has most modern conveniences—buses, taxis, all types of retail stores, a modern 40-bed hospital, three doctors and a dentist. For the sake of brevity Yellowknife has just about everything a larger city has. The Yellowknife and The Gold Range are the two hotels (the crews of 111 KU stay at the Gold Range). The hotel was erected on the very first lot in Yellowknife's new town site. It is owned and operated by Jack Glick; Jack even cleared the brush with his own hands, so that his hotel and restaurant could be built. His northern hospitality is well known.

In the land of the midnight sun, there is little in the way of "Spring and Fall," as freeze-up starts around the end of October, summer ends abruptly. The break-up of the ice usually occurs in the Great Slave around mid-June, but although the winters in Canada's northland are long, harsh and extremely cold, it holds great fascination for almost everyone. In the first instance, during the later part of July—the sun, although not up all night, is up for about twenty-two hours on the longest day. Somehow, one never quite gets accustomed to teeing off a golf game at 2359 hours. Secondly, that great feeling of open space, the hundreds of thousands of square miles, with only about half a dozen smoke stacks to spoil your view, the air is pure—the sky amazingly colourful. That is our great northland. The Eskimo call it Kausuituk, but it is really more than a name, it is a description of a country which the Eskimo feels is the most beautiful in the world. It is because of the long hours of summer daylight and winter darkness that Canada's Arctic people call the north Kausuituk—"The Land Of The Tomorrows."

"Allatross 9310—this is Winnipeg Tower—you are cleared to land."

Yes, it was a most successful trip, the Albatross is a fine bird!

SPOR

FRAN

Like all other years, 1961 has now in the annals of his thing, it's the first year that you could write and have it read the you're interested. It's an interesting year, good for and bad for others.

The New York their three big "Ms," and Money, will have \$800,000 payroll this because of their huge summer and fall. Blue Bombers are where I for one, but long. They had the did the Chicago Blue under-dogs who powerful Montreal about the Houston American Football this is printed York Giants or Gr will have picked They've all had to what could you possibly for 1962 besides a F

As a suggestion year, we can start Boston Bruins troubles and still York Rangers were until Doug Harvey Philadelphia Ph new ways to lose managed to do it row. The highly Goldeyes, North two years in s about face and t dollar. The Winn move to San F town favourite, folded up and to Angeles. What Montreal Royal tional Baseball ignore the B.C. to roar. To all could not possi To these clubs, they need it.

Station wise, to F/L Parker, staff. There's Chub, Ron and source of most

Happy New and the rest Council who r requests that demand.

Happy New and men's ba men's team Manitoba-Thu Basketball Ch grind against petition. The were Arnie Ron Day, J Gordie Stewa

A Happy N Hockey team Beavers and section leagu new editions ing year who The hockey F/L Pett,

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SPORT TALK

with
FRANK BINKUS



Like all other years in olden times, 1961 has now taken its place in the annals of history. For one thing, it's the first year since 1881 that you could write upside down and have it read the same, in case you're interested. It was an interesting year, good for some people and bad for others.

The New York Yankees with their three big "Ms," Mantle, Maris and Money, will have to meet an \$800,000 payroll this coming season because of their huge success last summer and fall. The Winnipeg Blue Bombers are back on top, where I for one, believe they belong. They had their good year as did the Chicago Black Hawks, the under-dogs who dethroned the powerful Montreal Canadiens. How about the Houston Oilers of the American Football League? By the time this is printed, either the New York Giants or Green Bay Packers will have picked up their gravy. They've all had their good years, what could you possibly wish them for 1962 besides a Happy New Year?

As a suggestion of 1961 as a bad year, we can start with the lowly Boston Bruins who had their troubles and still are. The New York Rangers were beset with woes until Doug Harvey came along. The Philadelphia Phillies discovered new ways to lose ballgames and managed to do that 24 times in a row. The highly rated Winnipeg Goldeyes, Northern League champs two years in succession, did an about face and finished up in the cellar. The Winnipeg Warriors had to move to San Francisco. My home town favourite, Victoria Cougars, folded up and took residence in Los Angeles. What happened to the Montreal Royals of the International Baseball League? We can't ignore the B.C. Lions who have yet to roar. To all these teams, 1962 could not possibly be any worse. To these clubs, a Happy New Year, they need it.

Station wise, a Happy New Year to F/L Parker, the SRecO, and his staff. There's Gus, Terry, Betty, Chub, Ron and Roger who are the source of most of my information.

Happy New Year to S/L Maskell and the rest of the Recreation Council who must organize all the requests that we, the participants, demand.

Happy New Year to the ladies' and men's basketball teams. The men's team last season won the Manitoba-Thunder Bay Senior B Basketball Championship in a tough grind against some very keen competition. The big guns of that club were Arnie Jepson, Fred King, Ron Day, Jerry Urquhart and Gordie Stewart.

A Happy New Year to the Station Hockey team, the Maint. Wing Beavers and the rest of the inter-section league. Also the best to new editions promised for the coming year when the PMQs get going. The hockey stalwarts are plentiful, F/L Pett, Spike Mratin, Danny

Stefano, Bob Phillips and many others.

A Happy New Year to Cpl. Tug Wilson who won the Black Belt Championship last spring for the Midwest Judo title.

Happy New Year to Charlie Meyers and his Station Baseball team who won the Training Command Championship for the second year in a row. As a matter of fact, the club has only been organized for two years and has been a welcome addition to the Winnipeg Inter-Parochial Baseball League. Their work will be cut out greatly this season as most of the team have been transferred to other places. We don't see such personalities as Gus Carter, Bill Oliver, Ed Wadman, Eric Boyd, Bill Boran, Gregg Cummings and Fred King. Best wishes to fans such as LAC Pat Gill who missed only one game in two years.

Happy New Year to Joe Price and his Cpls. Club Fastball team who had a remarkably successful initiation in the Winnipeg Men's Industrial League. Men like Rip Riopelle, John Konopetsky, Keith Robertson, Pete Stefiuk, Turk Rafuse, Scott McNair and Vern Auld hustled all season to show the downtown people what we are capable of.

A Happy New Year to persons behind the scenes in our bowling leagues, Gerry Doyle, Dave Saunders, Jack and Jean Barry. A Happy New Year to the Workshops bowling team of which I am a member, last year's champs and this year's has-beens.

Happy New Year to the Station Golf Team, Command winners again. Many individuals try hard at this one, Terry Burns, Joe Morgan, Vic Lowe, Lee Black, Jake Thurmeire, F/L Ackert, Sgt. Hurtick and LAC Shultz.

Best wishes to the Station Cricket Club in their endeavour to enter into the Manitoba Cricket Association. We have a Manitoba All-Star in F/O Peter Thorpe, F/L Snell who did all the cricket write ups for this column. Other names come to mind as Kip McDonald, Nev Gage, Bob Hodgson, Tom Jordan, Al DeBruyn, Tony Cuddington, H. Lloyd, H. Holder and R. Layfield. To you cricketers, a Happy New Year.

Happy New Year to F/L Catton and his station Soccer team who

won the Manitoba-Saskatchewan regional title for the Armed Forces. They were one of seven teams in our large country who participated in the Pearkes Challenge Trophy Competition held last fall at Camp Petawawa. Many of the standouts are holdovers from the cricket team as is Peter Thorpe and Tom Jordan. Others are young Jack Barry, Frank Dessombes, Clive Da Silva, Paddy Devlin, Chuck McDonald and Tommy Reed. The list is almost endless.

We have at this unit, the RCAF Flag Football runners-up to Station Downsview which was decided in a fierce competition held here recently. Coach Gerry Thomas has enjoyed tremendous success in this phase as he has with the ANS fastball team and ther other sports he is involved in. Happy New Year to Gerry, Ron Day, Mo Jonasson, Dick Pearce, Dick Dolman, Wally Jones, Mike Harsh and many, many more. To men in the background goes best wishes, F. S. Curties and Rip Riopelle. Happy New Year to Tony Corazza who refereed just about all games played last season. Who knows, maybe this year we could put some of his rulings into the rule book.

A Happy New Year to all the curlers of which there are too many to select a chosen few with the exception of last year's representation in the RCAF Curling finals, Art Booth, Len Swift, Jim Graham and Fred Allport. The best go out to whichever will be the lucky rink in the coming competition which will be held here shortly.

Happy New Year to WO1 Don Carson and his Sgts. Mess bowling team who took the Inter-Mess title. Also to F/L Ackert and his winning Inter-Mess golf team from the Officers Mess. Best wishes go to whoever is responsible for organizing these two intermess competitions and why isn't there more of them?

A Happy New Year to the Commanding Officers, CAoO, Recreation Centre and others who present the awards formally to various station winners.

Happy New Year to all who officiate different events, all the umpires, referees, scorekeepers, etc.

Best wishes go out to the Rifle Club, the Skin Diving Club, Pistol Club, Badminton, Tennis, Volleyball and all others who I have neglected to remember.

In other words, Happy New Year to all.

HOCKEY

Next week, the Inter-Section Hockey League will face off their season's opener at the new outdoor rink.

The first four games of the schedule will be as follows:

- January 8: 1330 hrs.—Combines vs. Beavers
- January 9: 2000 rs.—Cadets vs. Flyers
- January 10: 1330 hrs.—Flyers vs. Combines
- January 11: 2000 hrs.—Beavers vs. Cadets

BROOMBALL

From the few names received in the recent request for broomball players, one team has been organized and a challenge is held open to others interested in forming another club. For further info, you may call Cpl. Gingras at the Rec Centre, local 511.

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MUTTERINGS FROM MAWDESLEY HALL

by WR2M

1962 has ushered into ANS three new courses which commenced training 3 Jan. To these trainees of Basic Radio Nav course 6107, Applied Nav course 6103, and Applied Radio course 6103, the staff of ANS extend their heartiest welcome to the school and best regards for the new year. We hope to see as many of you on your graduation dates as now, and a word to the wise "All play and no work makes Jack a dull boy and a CT statistic."

Generally the quality of manhood is judged by physical attributes, maturity and adroitness of faculty endowments. However, recently some people are of the opinion that one's ability to consume alcoholic beverages in gross quantities is the sole criterion of manhood. If this is so, then Basic Radio Nav Course 6107 has some of the best men in the world.

The latest fad in ANS is NUMISMATISTICS, no Vern it is not another form of skiving, it is the hobby of coin collecting. This fad was introduced to ANS last April by Mr. Michael Koster who works in ANS training aids section. At pres-

ent there are at least a dozen zealous Numismatists in the school and several enthusiastic followers. Anyone wishing information or who is interested in this hobby is invited to contact Mr. Koster; if the response is favourable he plans to organize a station Numismatic club. Also anyone who has local or foreign paper or coin currency of early or ancient vintage is invited to bring them up to Mr. Koster for evaluation and if parting of some can be suitably arranged would be greatly appreciated by both, Mr. Koster and ANS Numismatics.

This year Mr. Bernachi (ANS Ace Mot Man) says he is going to be very scientific in his Met forecasts. He has hired as his assistant Mr. B. C. who has yet to make an erroneous forecast weather wise or grammatical wise.

ANS Nav staff submit their wishes for the best of success to F/L Gus Cloutier member of Nav Air Staff, who is departing to RCAF Staff School for the junior officers administration course commencing 7 January.

A HAPPY AND MOST SUCCESSFUL NEW YEAR EVERYONE.

DRINKING AND DRIVING

(Continued from page 4)

The social drinker, not the drunk, is the biggest problem on our streets and highways. Remember, the social drinkers vastly outnumber the actual drunks.

Although the social drinker shows little or no sign of being under the influence, his driving ability is definitely impaired because everyone loses some clearness of mind and self control when small amounts of alcohol are taken.

Most people have the misguided idea that a few drinks will not affect their driving ability. This is a mistake. Drinkers themselves are never the best ones to judge their own ability after a few drinks. The scientific fact is that the critical judgment of a driver and his ability to react quickly in emergencies are

seriously impaired after only a few drinks.

It is true that even a very intoxicated person can perform the mechanical functions of driving. He can start the car, get it going and steer it (all badly), but the important point is that he doesn't have the judgment and the reflexes to do these things safely. This is true after even a few drinks.

Don't Fool Yourself

Some people have the mistaken notion that a drink gives a lift or stimulates the drinker, thus making him or her a better driver. Alcohol does not stimulate, it depresses. It depresses the central nervous system and removes inhibitions and social restraints. This is the so-called lift which gives the impression of stimulation.

Contrary to popular belief coffee or other stimulants will not overcome the effects of alcohol; only time and body processes will accomplish this end.

A full stomach tends to slow the rate at which alcohol is absorbed into the blood stream, but it doesn't keep the alcohol from reaching the brain. It only delays it.

Enter the Villain

When alcohol enters the stomach in the form of a beverage, it is absorbed through the walls of the stomach and the small intestine into the blood stream. The blood carries the alcohol to all parts of the body which contain water, including the brain.

In the brain, alcohol first depresses the area of higher functions, which includes judgment, social restraint, etc. Next, it attacks the simple motor functions, reaction time and vision. Balance, coordination and sensory perception are the next faculties to be impaired. Concentrated drinking will eventually lead to stupor, coma and even, if continued steadily, death.

How Does It Act?

There are several factors which affect the absorption of alcohol into the blood stream: amount of food in the stomach, type of food, type of alcoholic beverage, body weight, drinking habits. None of these factors will keep the alcohol from reaching the brain—although they may slow down or speed up absorption time.

The most important factors contributing to alcoholic influence are the amount of alcohol absorbed into the blood and the amount of time allowed for the elimination of this alcohol. The human body works to change alcohol into food and/or to pass it out of the body, but it can do so only at a relatively slow rate. It is easy therefore, for a person to accumulate a quantity of alcohol and require several hours to eliminate all of it.

During the initial absorption period the individual may notice

the impairing effects of the alcohol, while during the period of elimination he can be easily convinced that he no longer feels the effects and is perfectly sober. This is a delusion. The individual is falsely comparing his peak feeling of impairment with the declining impairment that he feels as his body eliminates the alcohol from his blood. He is not sober. He is only making a dangerously false comparison.

The liver is the organ of the body which breaks down the alcohol into usable food. Alcohol is also eliminated through the lungs and kidneys. This combined process takes about three hours for each ounce of pure alcohol. In terms of the usual intoxicating beverages, it takes about one hour to eliminate each bottle of beer or each ounce of whiskey.

How Many Drinks?

To be safe and sure, none, if you are soon to drive your automobile. This does not mean that you cannot have a drink with your dinner and an hour later get behind the wheel of your car. In that one hour most of the alcohol will have been eliminated.

The more alcohol there is in the blood, the longer you must wait until you can drive safely. Figure one hour for each bottle of beer or each ounce of whiskey.

Some people seem to be able to hold their liquor better than others, and his excuse is often used by those who don't want to believe that a few drinks can seriously impair driving ability. Because of the body weight, fatigue, emotional condition or a number of other reasons, one individual may show fewer visible signs of effect than another. However, this does not mean that he is less impaired so far as driving a motor vehicle is concerned. Both may be equally impaired.

Much Ado About Nothing?

Hardly! It is no fantasy that drinking impairs driving ability. Scientific investigations have proved this fact. One study dealt primarily with small amounts of alcohol, and it was shown that accuracy of steering was impaired. Subjects in this study exhibited slower decision, making time and increased errors—even though they had taken only a few drinks.

Other studies have been conducted which show that the hazard of an accident increases with an increase in blood alcohol concentration. This means that normal driver's chances of having an accident are increased with each additional drink taken within a given time period.

One study conducted in Toronto, concluded that when a person has a blood alcohol concentration of 0.15 per cent or above (approximately five to eight drinks) his hazard of accident is about 10. In simple terms, it means that his chance of accident is 10 times greater than with little or no alcohol in his blood under identical conditions.

It was also observed in this study that the hazard of accident was nearly three times greater at a blood alcohol level of 0.10 per cent (approximately three to six drinks). With a level of 0.05 per cent (two to three drinks), the hazard of accident was nearly twice as great as when sober.

(Continued on page 8)

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Polar

By

Today, the Squadron are a matter of the twenty-first century during the RCAF Doves crews have tireless flights to the North Pole base each week. No. 5 and Trenton, W. olute Bay, Alert. They compile a hours in a to the working and average work than double.

However, the world's fine basis. Looking in August 1948, of exploration been assigned. Defence. This is my model from the Guard. Now, let the year.

It is like we snow and at least. As Breaker path for through been sur last week been ve freezing.

Our July 15th proceeded set could Devon complet dropping post, out Thule. "Edisto" were but weather station. There few sc

Our interesting assignn Lloyd. cial vi Mr. R. very fr A visit mo vil be of s manen Canada.

From object far no lish a weath The as th "East north "East eight mean ice an knots Captatious

Polar Explorations

PART I

By VIC ELDRIDGE

Today, the flights of 436 and 435 Squadron aircraft to the far north are a matter of routine. Despite the twenty-four hours of darkness during the winter months, the RCAF Downsview and Namao aircrews have completed the long, tiresome and sometime hazardous flights to "Alert" located near the North Pole, and back to their home base each week. This Service Flight No. 5 and 6 requires landings at Trenton, Winnipeg, Churchill, Resolute Bay, Thule Greenland, and Alert. The Aircrews concerned compile a total of forty-five flying hours in a matter of six days. Add to the work day the briefing, loading and unloading times and the average work day would be more than doubled.

However, the flight to the top of the world has only been on a routine basis for a few short years. Looking into my diary dated August 1948, the scene changes to one of exploration and adventure. I had been assigned to Task Force 80 as Defence Research Board Observer. This assignment required that my mode of travel be switched from the air to the U.S. Coast Guard Ice-Breaker "Eastwind." Now,—let's wend our way back to the year 1948.

It is August 1948 and it looks like we shall be in this land of snow and ice another month at least. As I am writing, our Ice-Breaker "Eastwind" is churning a path for the cargo ship "Wyandot" through a heavy ice field. We have been surrounded by ice floes for the last week, and the weather has been very bad, with a cold, near freezing wind, and swirling snow.

Our Task Force left Boston on July 15th and while the "Wyandot" proceeded to Thule Greenland, we set course for Dundas Harbour, Devon Island. The journey was completed without incident, and on dropping off supplies at the RCMP post, our Ice-Breaker proceeded to Thule Greenland. The Ice-Breaker "Edisto" and cargo ship "Wyandot" were busy landing supplies for the weather station located there. The station at Thule is not a large one. There is one gravel airstrip and a few scattered buildings.

Our stay at Thule was very interesting. On completion of our assignment, S/L Gordon Evan, F/L Lloyd Jewett, and I, made an official visit to the Danish Consul, a Mr. Rasmussen. The Danes were very friendly to Canadian visitors. A visit was also made to the Eskimo village. The huts were found to be of sod and of a much more permanent nature than that of the Canadian Eskimo.

From Thule Greenland our next objective was to force our way as far north as possible, and establish a supply base for further weather stations.

The ice seemed to get tougher as the Ice-Breaker "Edisto" and "Eastwind" proceeded further north. At one time our ship, the "Eastwind," ploughed one mile in eight hours. The "Edisto" in the meantime found a lead through the ice and churned through at fifteen knots. At the time we thought our Captain might be a bit over cautious: but what did an Airman

know about surface ice navigation! The business of pushing through on ocean ice field is much like riding over back country roads in the spring time.

On the 2nd of August the "Eastwind" and "Edisto" dropped anchor at Dumb-Bell Bay just beyond Cape Sheridan. The long standing record of Admiral Peary in the ship "Roosevelt" (1905-06) had been broken. At Dumb-Bell Bay the Beach Party were soon busy landing supplies. At the same time Bell Helicopters had airlifted the Canadian Military Observers to survey the Alert Bay area. It was at this time that Admiral Peary's documents were found and a copy was made of his notes. They were also photographed for official Canadian records. The historic records were in a well preserved condition. To follow tradition, the names of our crew and the observers of our Task Force were placed in a brass cylinder and placed in the Peary cairn.

It was with dramatic suddenness that the wind changed and the ice of the Lincoln Sea closed in on the two Ice-Breakers. The "Edisto" charged ahead to get out of the danger area. The ship lost its port screw, and could not make headway. With our ship the "Eastwind" taking the lead, a rapid retreat southward was made. On the beach were fifteen rather surprised seamen. Through our binoculars we could see the men looking out across the ice at the Ice-Breakers beating a fast retreat. The idea was to reach a point where there was not enough ice pressure to force the ships ashore. About fifty miles south of the tip of Ellesmere Island, the pressure eased. It was thirty-six hours later that the "Eastwind" managed to get close enough for the helicopters to take all the men off the beach. The weather had been quite moderate during this period, and the men had suffered more from mental rather than physical hardship.

Two days later, a strong off-shore wind once again cleared a passage for our return to Dumb-Bell Bay. The landing of supplies continued, and a bulldozer was included in order that an airstrip could be built. The new station was to be named after Captain Nares' Royal Navy ship "Alert."

On our return journey to Resolute Bay, a stop was made at Fort Conger. This was where the ill-fated Greeley expedition had camped. It was here that most of the American Army group had starved to death. Their "Rescue Ship" had not reached them for three years! Despite the passing years the buildings and implements were in a marvelous state of preservation. We would have liked to remain there much longer to study this historic site, but time was at a premium.

Continuing our journey we an-

chored at Resolute Bay and took on supplies for Slidare Fiord. I had always been impressed by age old stories of the early settlers from the old country and how many of them had endured hardship traveling "steerage." I was soon to know to a small degree what this meant. As the "Edisto" had been damaged, the VIP personnel transferred over to the "Eastwind." From a center position of three bunks in a nice, well lighted room I was moved to number two bunk in a tier of eight bunks. There were about thirty men in this small compartment located just above the

screws! How could a "flying-type" get into such a position? The troopship accommodations of World War II were luxurious in comparison to that room. There were no port holes, and the only ventilation was one submarine-like hole through which one squeezed to the deck above. It was like emerging from the Black Hole of Calcutta, or so it seemed after an attempted sleep.

With most of the deck space covered with building supplies, we were on our way to Slidare (Eureka) when an SOS was received from the "Wyandot." The

(Continued on page 8)

STATION CROSSWORD

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- ACROSS**
- Sergeant in SWO's office
 - All-American golfer
 - A city in Texas
 - Singing brothers
 - A pet type of annoyance
 - Black
 - AOC, TC
 - Last name of brothers who room in the outfield for the San Francisco Giants
 - Short for Ervin
 - Diamond
 - Half dimes
 - Used in Workshops for soldering
 - Author, Alexander
 - Also used in soldering process
 - American poet
 - Entice
 - Pace
 - An airman's classification
 - This paper
 - SWO's first name
 - Where this station is
 - Nay (comb. form)
 - Family, old radio show
 - Mineral rock
 - What S/L Davis is called
 - A type of institution
 - Johney Ray's first hit
 - Sometimes used during takeoff
 - Sights
 - This is sent all over the station
 - Alf Pike's predecessor at Calgary
 - Victory at
 - This travels between the east and west site
 - Poker pot
 - Top man in an army camp
 - A false image
 - Ness of the Untouchables
 - Peruvian indian
 - A bridge will cost you this
 - Rival to Archie and Jughead
 - Russian emperor
- DOWN**
- A relay
 - General Bradley
 - What most of us are
 - It's not hard to make one of yourself
 - Franco's country
 - Heroine of "South Pacific"
 - Snakelike fish
 - A street
 - Kind of trousers
 - What women are sometimes referred to as
 - Is qualified
 - Pool, Gerry LeRoy's version of Cold Lake
 - A burden
 - A lump of earth
 - Captain of Station soccer team
 - Cpl. Riopelle answers to this
 - MIR has three of them
 - Make amends
 - It's in Manitoba, The
 - What the downtown people are
 - Jo Ann Castle plays this
 - Three, in cards
 - A kind of sign
 - Winnipeg entertainer, — Andree
 - To contest
 - First name of young WAG of 308 fame
 - Askew
 - Boss man in 16 Hangar
 - A hat or cap
 - King —, old Presley picture
 - Mrs. Jack Barry
 - What some of our section heads develop besides pictures.
 - What some of today's books are
 - Canter
 - Unfasten
 - en kisses
 - Los Angeles has this
 - Donald to Huey, Wewey and Louie
 - Nickname of one of four engine jobs
 - Red jet
 - Morse code term

(SOLUTION NEXT WEEK)

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POLAR EXPLORATIONS

(Continued from page 7)

ice of Resolute Bay was pushing the ship ashore. A quick return was made and a passage for the "Wyandot" was cleared to open water. The unloading operations at Resolute Bay continued, but the ice pack again moved in and forced a retreat to a less dangerous area. This was the area where the Franklin Expedition was frozen-in, and where that particular crew perished.

The ice conditions continued to

be very bad for several days and it was necessary to stick close to the "Wyandot," breaking up the ice to ease the pressure on the ship's hull. Finally the wind direction changed, and unloading resumed. Our ship was thus freed to continue the supply operation to Eureka.

(To be continued)

DRINKING AND DRIVING

(Continued from page 6)

A good driver is able to judge speeds and distances, follow traffic patterns, make adjustments as traffic flow changes and quickly react to hazards and emergencies. After taking a few drinks a good driver is no longer able to do these things well. He becomes a bad driver, a hazard and to others on the road.

Group Captain Mitchell, Station Commander, serves Christmas Dinner to LAW Bessie Fricker and LAC Pierre Cauchon during the traditional Christmas Day celebrations at Station Winnipeg.



Best Wishes for the New Year

from

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We are pleased to announce that we have now added "Jaguar" to our list of new car offerings to Club Members, increasing the total to forty-two different brands of Canadian and Imported Automobiles, representing more than four hundred different models.

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So —

Effective March 1st, 1962 we will be located on the ground floor in the new Malton Medical Centre Building — Malport Road, Malton, Ontario — mailing address and telephone unchanged — P.O. Box 315, Malton — BUtler 6-2553.

We wish to extend our sincere thanks to all those who loyally supported the Club in 1961 enabling us to deliver in excess of seven hundred automobiles, and a special word of thanks to our thirty Club representatives stationed across Canada and overseas who contributed to the excellent response.

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R.C.A.F.

Building, re-equipping as usual" — that was

The plans and program for the year 1961 have been completed and the CF-101B supersonic interceptors to replace the CF-104s are now being increased both the wartime capability and the peacetime capability spanning air transport and ground was broken through the construction of additional warning system; a program was made which will be continuing in the new RCAF regular-force

These are some of the activities of 1961 to support Canada's commitment to NATO, NORAD and the United Nations, and her national interests.

Equipment and

The big re-equipment program for the year was the purchase of the CF-101B supersonic interceptors to replace the CF-104s for North American operations. Five squadrons, located at North Bay, Ont., Comox, B.C., and Comoxville, P.Q., and Comox will fly this aircraft. Canada's contribution to NORAD defence strategy.

The re-equipment program for the Air Division in Europe. The CF-104 moved closer to the front line when the first production aircraft rolled off the line in then, the program toward full production deliveries to start in Two hundred Starfighter aircraft have been ordered from and negotiations will increase the original 14 two-seat trainers to 22.

The CF-101B's production, the BOMARC III closer to operational status. The site for 446 Squadron was completed and

MESSAGE FROM COMMANDING

The Commanding Officer, Mrs. Mitchell would like to thank all the members of Station Winnipeg who kindly sent Christmas greetings to them. It was possible to reply to the greetings individually through the medium of Voxair used to express sincere appreciation and best wishes for 1962.