

Voxair

AN AIRFORCE NEWSPAPER



Authorized second class matter by the Post Office Department, Ottawa, Ontario.
The views expressed herein are not necessarily those of the Royal Canadian Air Force or the staff of VOXAIR.

Volume 11, No. 1.

WINNIPEG, MANITOBA

January 12, 1962

R.C.A.F. Year-End Roundup

Building, re-equipping and reorganizing, while carrying on "business as usual" — that was the story of the RCAF during 1961.

The plans and programs of recent years made strides toward becoming completed projects as the months of 1961 wore on. Deliveries of supersonic interceptors and strike-reconnaissance aircraft started; new high-speed, long-range transports increased both the peacetime and wartime capability of an ocean-spanning air transport system; ground was broken for the construction of additions to the radar warning system; and a decision was made which will mean all-jet training in the near future for RCAF regular-force pilots.

These are some of the events and activities of 1961 that illustrated the concept of an air force geared to support Canada's commitments to NATO, NORAD and the United Nations, and her national requirements.

Equipment and Construction

The big re-equipment news of the year was the procurement of CF-101B supersonic all-weather interceptors to replace the CF-100 for North American Air Defence. Five squadrons, located at Ottawa, North Bay, Ont., Comox, B.C., Bagotville, P.Q., and Chatham, N.B., will fly this aircraft as part of Canada's contribution to the NORAD defence structure.

The re-equipment of the RCAF's Air Division in Europe with the CF-104 moved closer to reality when the first production model rolled off the line in March. Since then, the program has moved toward full production with regular deliveries to start in the new year. Two hundred Starfighters have been ordered from Canadair Ltd., and negotiations were announced to increase the original order of 14 two-seat trainers from Lockheed to 22.

The CF-101B's partner in defence, the BOMARC, also moved closer to operational status. The site for 446 Squadron at North Bay was completed and the first BO-

MARCs began arriving there in October. Work also went on satisfactorily at the site of 445 Squadron at La Macaza, P.Q.

Construction on another element of air defence, the Semi-Automatic Ground Environment (SAGE) control center progressed during the year. Being built in a man-made cavern near North Bay, this air defence center will also shelter the electronic computers which gather, store and display all information on the air situation to the commander.

Plans and construction moved forward on schedule for the 45 gap-filler radars and seven heavy radar stations previously announced to augment the Pinetree Line. After nearly two years of work the two heavy radar sites at Moosonee, Ont., and Chibougamau, P.Q., neared completion, and a good start was made on the five sites at Gypsumville, Man., Dana and Penhold, Alta., and Yorkton and Alsask, Sask.

The first Yukon long-range heavy transport, largest aircraft built in Canada, was delivered to the RCAF in February and started operational suitability trials.

Air Transport Command also took delivery of three Hiller CH-113 helicopters which are being used at the Canadian Joint Air Training Center, Rivers, Man., for basic helicopter pilot training. For Search and Rescue Units, six Vertol 107 helicopters were ordered. These heavy-duty helicopters will augment the RCAF's Search and Rescue range and patrol capability when they go into service.

The end of the more than 20-year reign of the Harvard in Training Command came into sight when the Minister of National Defence announced in September that the CL-41 jet trainer had been selected to replace the piston-engined basic trainer. When the 190 CL-41's are delivered in 1963, the air force will have all-jet training for its pilots.

Re-organization

As the construction program gained momentum, re-organization along functional and administrative lines took place in certain elements of the air force.

The first move in this field occurred on April 1 when all the auxiliary squadrons in Training Com-

(Continued on page 6)

Airwomen Help Christmas Cheer Fund



LAW A. M. Hanberg (centre), PMC of the Airwomen's Lounge, and AW1 B. J. Campbell, entertainment committee secretary, hand over a cheque for \$50.00 to Mrs. A. Pinfold, representing the Winnipeg Christmas Cheer Board. The money was raised by the airwomen through admission charges to dances at their lounge.

CNS Obtains Analog Computer

By C. HODGSON

Central Navigation School has recently obtained an electronic analog computer, the "Donner 3500", manufactured by the Donner Scientific Company of Concord, California.

CNS will use this computer as a training aid for analog computer instruction, and for solving aeronautical and astronomical problems associated with staff and student projects. Since practically all navigation computers today are of the analog type, it is particularly important that the Specialist courses have a detailed acquaintance with this type of computer.

The Donner 3500 is the basic unit in a Donner building-block computing centre. However, by itself, it is a complete analog computing facility, or, more technically, a general-purpose electronic differential analyzer. It is noted for its simplicity in setting up and of operation and gives results to an accuracy of better than 1%. The computer is equipped with detachable problem boards which allow the user to set up other problems while the computer is in use.

Like all analog devices, the computer operates in "real time", that is if time is involved, it will solve the problem at the same speed as the problem takes place in reality. By proper scaling, the computing process can be speeded up or slowed down to facilitate examination or recording the results. It also contains a "freeze" mode which allows the computer to be stopped at any instant. "Readout" of problem solutions is by an XY plotter, and oscilloscope.

The Model 3500 computer can solve ordinary linear differential equations to the fifth order, and polynomials to the sixth and sev-

enth orders, as well as doing the usual mathematical additions and summations. By adding various components its capacity can be increased; however it is expected that the computer in its present form will be able to handle any astrophysical, electronic or mechanical problems requiring solution at CNS. Although CNS will be using the computer as a training aid and for the solution of problems related to course syllabi and projects, there will be some computer time available for those on the station who may wish to use it, providing they do their own programming. Arrangements can be made through the CNS Training Section.

WHERE TO FIND IT

EDITORIAL	PAGE 2
CALL 308	PAGE 3
CHAPEL NEWS	PAGE 4
NOTICE BOARD	PAGE 4
SPORTS	PAGE 5
CLASSIFIED	PAGE 8

MESSAGE FROM THE COMMANDING OFFICER

The Commanding Officer and Mrs. Mitchell would like to thank all the many personnel of Station Winnipeg who so kindly sent Christmas Greetings to them. It would be impossible to reply to these greetings individually, so the medium of Voxair is being used to express sincere appreciation and best wishes for 1962.



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

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

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.

- Honorary Editor: W/C W. B. M. MILLAR
Managing Editor: F/L JOHN BEMISTER
Editor: F/L W. A. GRYBA
Assistant Editor: F/O LEN HAZEL
Sports Editor: CPL. FRANK BINKUS
Photography: STN. PHOTO SECTION
Advertising: F/O G. A. DAWSON, LAC G. BOUTET



EDITORIAL CORNER

Awareness

As members of a military force, we are in part protected from the hazards of sudden loss of livelihood, of being homeless or forsaken in time of personal tragedy, and from many of the other pitfalls which beset those not associated with the closely knit "family" our Service is.

The need for maintaining the security of our national secrets and confidence both on and off the job is constant and urgent. Fortunately, in spite of very subtle and devious efforts on the part of certain elements to obtain information from us, the Service provides us with many types of education in safeguarding information, and, to a large extent, the simple rules of "lock it up," and "button your lip" can effectively prevent a leakage of information.

The other hazard, that of attempts to undermine our determination to succeed, and our will to do everything in our power to understand and defend the principles, laws, and policies of our nation is much more difficult to delineate and recognize. The avenues followed by those who intend to subvert and confuse our thinking are complex and often almost imperceptible at first impression.

One weapon exists though, a weapon which we are all capable of wielding. That weapon is Awareness. We must be aware of what our own aims and policies are. We must know where we as a nation are going, and how we are going to get there.

Much can be done in educating ourselves in the methods used by certain elements of our society may use to try and penetrate our thoughts and beliefs. It is true that we require professional guidance and advice in this area; in fact there is no doubt about it, but in the meantime, we must do a lot of the spadework ourselves—now!

W.A.G.

TCHQ OFFICERS PROMOTED



F/O A. R. TOMLINSON

Flying Officers A. R. (Tommy) Tomlinson, 37, son of Mr. J. W. Tomlinson, of Loon Lake, Sask., has been promoted to the rank of Flight Lieutenant. A technical officer in the mechanical equipment branch, Flight Lieutenant Tomlinson joined the RCAF in 1957 and formerly operated his own business at Loon Lake. He also flew as a pilot during the Second World War, with service in Canada and the United Kingdom.



F/O P. S. BARRETT

Flying Officers P. S. (Phil) Barrett, 41, son of Mr. S. F. Barrett, 160 Suffolk St., Guelph, has received promotion to the rank of Flight Lieutenant. A technical officer in the fire prevention branch, Flight Lieutenant Barrett first joined the RCAF in 1940, and has held the appointment of Fire Marshal at Training Command headquarters, Winnipeg, for the past two and a half years.

ENTERTAINMENT IN THE MESSES

OFFICERS MESS

Friday, 12 Jan.—1700 hrs., Stag. Saturday, 13 Jan.—Saturday Night Party; Orchestra; 2100 hrs. Sunday, 14 Jan.—Sunday Night Dinner—1700 to 1830 hrs; Movie, 2000 hrs. Please Don't Eat The Daisies, with David Niven.

SERGEANT'S MESS

No news received.

CORPORAL'S CLUB

No news received.

CLUB 61

No news received.

"Viyella" SPORT SHIRTS

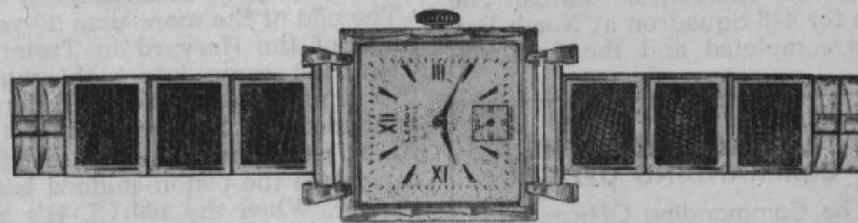
BY

Gerhard Kennedy

THE FINEST SPORT SHIRTS IN THE WORLD

Manufactured by

Gerhard Kennedy (Canada) Limited



"Le Roy" Diamonds and Pearl Necklaces Distributed by

AMERICAN JEWELRY CO. LTD.

377 COLONY ST., WINNIPEG 2, MANITOBA

Enquire at your Central Warehouse or Station Canteen.

Sally's Flowers

JOHN A. ORMISTON, Pres.

CORSAGES OUR SPECIALTY

PHONE Whitehall 2-6527

243 PORTAGE AVENUE

111 KU PROMO



F/O F. F.

Flying Officer Murray Harbor, Island, has been promoted to the rank of Flight Lieutenant. Headquarters and...

Flt. Lt. Herring, promotion officer, joined in 1951, and is now with Composite Unit, whose duties and rescue operations. Mr. I. D. Herring, Waltham, Mass.,

Flt. Lt. Herring, former Elizabeth Wood Island, P.E.I., two children, Bar one and a half.

Polar Exp

PAE

By Vic

Today we take weather stations in the Arctic the far north. Mould Bay, Isachsen, Eureka, and Alert to the personnel port Squadrons. Resolute Bay and under construction runways completed October of that

As late as 1947 that Winter Harland would be Station, but heavy prevented landing quick decision and so Resolute Island was the last

The Resolute later to become Arctic Islands, and is for receiving, commencing Arctic permanent establishment Bay in 1947 Canadian and personnel, and stable.

The only Es North Area RCMP post at they had been to have Canadian ciled in the area

In the previous Breakers "East along with the had completed Deavon Island,

111 KU OFFICER PROMOTED



F/O F. F. HERRING

Flying Officer F. F. Herring, of Murray Harbor, Prince Edward Island, has been promoted to the rank of Flight Lieutenant, RCAF Headquarters announced recently.

Flt. Lt. Herring, a radio navigation officer, joined the RCAF in 1951, and is now stationed at 111 Composite Unit, at Station Winnipeg, whose duties include search and rescue operations. His father, Mr. I. D. Herring, now lives at Waltham, Mass., U.S.A.

Flt. Lt. Herring is married to the former Elizabeth Marie Madsen, of Wood Island, P.E.I., and they have two children, Barry, 5, and Brian, one and a half.

Polar Explorations

PART II

By VIC ELDRIDGE

Today we take for granted the weather station network located in the Arctic Island area of the far north. Names such as Mould Bay, Isachen, Resolute Bay, Eureka, and Alert are well known to the personnel of the Air Transport Squadrons. The fact is, that Resolute Bay and Eureka were just under construction in 1947, and the runways completed to 6400 feet by October of that year.

As late as 1947 the plans were that Winter Harbour, Melville Island would be the main Weather Station, but heavy ice conditions prevented landing of supplies. A quick decision had to be made, and so Resolute Bay, Cornwallis Island was the lucky selection.

The Resolute Bay station was later to become the hub of the Arctic Islands, and is now the key point for receiving, correlating, and transmitting Arctic weather reports. The permanent establishment for Resolute Bay in 1947 comprised of eight Canadian and eight U.S. weather personnel, and one RCMP constable.

The only Eskimos in this far North Area were located at the RCMP post at Deavon Island and they had been especially imported to have Canadian families domiciled in the area.

In the previous narrative, the Ice Breakers "Eastwind" and "Edisto," along with the Cargo Ship "Edisto" had completed supply missions to Deavon Island, Resolute Bay and

most important of all, had landed a bull-dozer and building materials to establish the weather station of Alert at the top of Ellesmere Island. The RCAF representatives on Task Force 80 were S/L Gordon Ewan, F/L Lloyd Jewett and F/O W. V. Eldridge.

It was August 1948 and during an emergency (withdrawal from the ice) "Edisto" had broken the port screw and had to return to Boston for repairs. The VIP personnel of the "Edisto" had been transferred to the "Eastwind" and there was severe overcrowding in the crew quarters. With the cargo hold filled, and deck space covered with supplies, the "Eastwind" headed for the weather station of Eureka on the West Coast of Ellesmere Island.

The trip through the ice fields to Eureka was rough going, but Slidre Bay was luckily clear and unloading operations commenced immediately.

All the crew and Military Observers were provided with automatic rifles. We had heard many stories about fierce polar bears and wolves. One such attack had taken place at Resolute Bay during the dark winter nights. A Department of Transport employee had opened the door of the hut and was promptly struck down by a Polar Bear who probably thought he had a new sort of seal. The poor man screamed blue murder as the Polar Bear stood over him sniffing. The DOT officer in charge ran out and killed the bear with his .303 rifle. The survivor, clawed and battered, immediately applied for the furthest south DOT station he knew of, and when last heard of was at the Windsor, Ontario airport.

Surprisingly enough, morale of all personnel on the Task Force was generally high. Movies were shown every evening in the Crew's mess hall. They were always well attended because there was nothing else to do!

The ship's store (canteen) was stocked on the assumption that in a cold weather operation, demands for candy, ice cream and tobacco products increase 100% above normal.

Some of the factors which con- (Continued on page 6)

"CALL 308"

by "WAG"

Anyone need an old Christmas tree? Thanks to some good friends, we found a Scotch Pine of suitable size and shape for the holidays — but now that Christmas, New Year's and even the second Christmas have passed, our prickly friend will have to go. Sort of makes one sad to throw the tree out, doesn't it?

LATEST HIT RECORD AT STATION WINNIPEG IS: "Sing Along With Mitch."

As we said last year about this time, it's time to donate to the March of Dimes — a worthy cause indeed. Just before you say: "Oh no — not another money drive!", think of how you would be cheering for the success of the campaign if you were an invalid, with little income (if any), waiting for the Society for Crippled Children and Adults to give you a wheelchair purchased out of the fund drive, so that for the first time in years you could get around a little bit! That's the type of work the "March" supports you know!

Dropped in at the Westwood Inn with some friends over the holiday season . . . noticed some improvements; a nifty new dance floor, a new bandstand. The Cave is still the same quiet friendly spot though!

People who insist on driving too fast may get to where they're going years ahead of their time!

On the subject of entertainment — looks like a few interesting weeks coming up — Shmockey night, Ice Capades, very good movies (like Flower Drum Song, The Comancheros, etc.), the incomparable George Jessel at the "Rancho", etc. My, my — who said there's nothing doing in this town!

Heard this dandy recently: A fella celebrated New Year's Eve so well that he woke up next day in the hospital. "Good grief," he moaned as he recognized his friend standing at his bedside. "What happened?" "Well, I'm afraid you had quite a load aboard last night. You went to the apartment window, stepped up on the sill, and announced you were going to fly to Toronto!"

"What?" cried the injured man — "And you didn't stop me?" "Well, to be perfectly frank," admitted his pal sheepishly, "last night I really thought you could make it!"

Time to go again — we find time a bit short these days, what with flu, curling, Voxair, etc. (also a bit of work). Keep safe, friends, and keep in mind that a person who doesn't care what others think is usually either at the top or at the bottom!

Letter to the Editor

The Children's Hospital of Winnipeg. January 4, 1962.

Dear Sir, How kind and thoughtful it was of you to think of the children in hospital at Christmas and to donate the many wonderful toys.

On behalf of everyone, I would like to say "thank you" to all concerned, and to wish you the best for the New Year.

Yours Very Truly, Mrs. Thelma Reid, Supervisor, Department of Play Therapy.

(To all the kids: Thanks again from VOXAIR.—Ed.)

ANNOUNCEMENT !!

THE STATION TAILOR SHOP

NOW UNDER THE MANAGEMENT OF

HOWARD DONEGANI

Will provide you and your family with the finest in Guaranteed Workmanship and Service

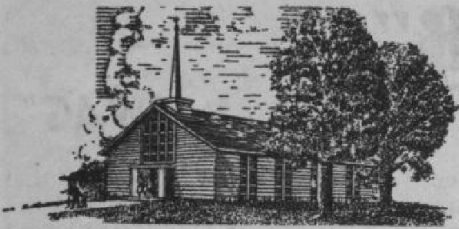
FEATURING • Tailoring & Alterations • Dry Cleaning & Laundry • Pressing • Shoe Repairs.

FOR FAST DEPENDABLE SERVICE ON ALL WORK — VISIT YOUR STATION TAILOR

REC CENTRE

VE 2-0864

Advertisement for "yella" shirts, featuring Kennedy Sport Shirts and Kennedy Limited.



Chapel News

PROTESTANT CHAPEL NEWS

SUNDAY, 14th January
 0930 hrs.—Junior Congregation — Chapel
 —Primary — Lounge, Rec. Hall
 1100 hrs.—Kindergarten — Lounge, Rec. Hall
 —Nursery—Chapel Annex
 —Divine Service—Chapel
 1900 hrs.—Senior Teens

THURSDAY, 18th January
 2000 hrs.—Senior Choir Practise

FRIDAY, 19th January
 1615 hrs.—Junior Choir Practise

ANGLICAN COMMUNION AND CONFIRMATION

Since Padre DeLong will be on temporary duty at RCAF Station Bird, Sunday, January 14th, there will be no celebration of Holy Communion according to the rite of the Anglican Church at 0830 or 1400 hours, and the Teenage Confirmation Class will not meet at 1400 hours on that date. The normal schedule for Communion and Confirmation will resume on Sunday, January 21st.

Adults interested in Confirmation Classes in preparation for confirmation in the Anglican Church of Canada are asked to leave their name with Padre DeLong at local 417. Adult Classes will be starting in the near future.

UNITED CHURCH CONFIRMATION CLASSES

Confirmation classes for adults and teenagers interested in reception to full membership in the United Church of Canada will be starting shortly. If interested, please leave your name with Padre Ross at Local 417.

JUNIOR CHOIR

Parents and members of the Junior Choir are reminded of the change of practise time from Wednesday to Friday at 1615 hours. This will take effect the week of

January 15th with no Wednesday practise that week, but practise instead on Friday, January 19th at 1615 hours, and every Friday thereafter.

F/L EARL MOORE

His many friends throughout the Service were saddened to learn of the death of F/L Earl Moore, Chaplain/P, RCAF Centralia in Westminster Hospital, London, Sunday, December 31st. Padre Moore served as a Chaplain with the RCAF at Calgary, Greenwood, Gros Tenquin and Centralia. A Memorial Service was held for Padre Moore in the new Station Chapel, RCAF Centralia, Wednesday, January 3rd with interment at Brussels, Ontario. Some four hundred personnel were in attendance at this Service, including members of the clergy and fellow Chaplains, the Rev. Hugh Wilson, Moderator of the Presbytery of Stratford, Presbyterian Church in Canada, G/C E. S. Light, the Director of Religious Administration (P), AFHQ, W/C Dunn, TCHQ, and S/L G. B. Fee, Station Chaplain, RCAF Centralia, took part in the Service.

Mrs. Moore and her two sons will remain in PMQ's, 104 Lawrence Drive, RCAF Centralia for approximately two months, settling in Exeter in early March of this year.

THE SENIOR TEENS

The Senior Teens are continuing their study of the Social Institutions of Metro Winnipeg. On Sunday, January 14th, the subject of the study will be the City of Winnipeg Transport Services. A bus, leaving the Chapel at 7:00 p.m. sharp, will take the Sr. Teens on a tour of the services and a talk will be heard at the City Centre. This is the first of two tours scheduled for this month. Be on time Sunday evening.

KADET KORNER

Since their return from Xmas holidays, a number of F/C's have been seen browsing through catalogues and inquiring about the prices of engagement rings at the Westwin Exchange. Does absence make the heart grow fonder? It isn't even Spring, but this didn't prevent one cadet from dropping to his knees on the dance floor Saturday night in at least what appeared to be a proposal position.

Course 6107 was welcomed by the senior course on 2 Jan. 62 in the Flight Cadet's Mess.

The flight cadets held their first dance since the holiday last Saturday night, a very successful dance as was proved by the large turnout particularly by the junior courses. Music was provided by an excellent quartet which included an organ; something relatively new in our mess. Most of us were introduced to the "TWIST", a simple looking but deadly dance, yes deadly; as one cadet "twisted" himself into unconsciousness. What ever happened to the "two-step?"

STATION LIBRARY

Recreation Centre (Bldg. 90 — Rm. 25)
 Hours of Operation
 Monday to Friday—
 1200 hrs. - 1730 hrs.
 1800 hrs. - 2100 hrs.
 Sunday—
 1400 hrs. - 1730 hrs.

NEW BOOKS

RUSSIA—Life World Library
 FRANCE—Life World Library
 ITALY—Life World Library

These are the first three of a series of books designed to give the reader a clear and comprehensive picture of what life is like in a number of the world's great countries.

THE FOREST — Life Nature Library.

In the Young People's Section—Several new Hardy Boys books, Green Eggs and Ham—Dr. Seuss.

Notice Board

Something NEW in reader service has been added — the "Notice Board". In this column, we'll carry notices of events which don't fit into any special category, but are of interest to our readers; (Meetings, socials, occasional Daily Routine Orders excerpts of interest to all, etc.) To have your notice published in this column, write or print it clearly and as briefly as possible, and send it to "VOXAIR". Deadline for all copy is 1600 hours (4 P.M.) each Monday for the edition published the following Friday. (For example: Deadline for this week's paper was 1600 hrs. last Monday, 8 January). It's your column, so don't hesitate to use it!

MARRIED QUARTERS APPLICATIONS

(Excerpts from Daily Routine Orders — 4 Jan. 62)

In order that married quarters standings may be brought up to date, and points verified, all personnel desiring Married Quarters are to re-apply. A great number of applications are now being held for personnel who have purchased homes or are satisfied with present accommodations, or are for other reasons no longer interested in Married Quarters. It is imperative that new applications be submitted

by those who are still interested in obtaining Married Quarters as the new standings will be made up from these applications.

Application forms may be picked up from: TCHQ/AU, SSec&HO, 16 Hangar Orderly Room, ANS Orderly Room, CNS Orderly Room, and 111 KU Orderly Room. Completed forms are to be returned to the SSec&HO by 15 January, and a new standings list will be promulgated by approximately mid-February. The standings of personnel on the protected lists will not be affected; however, these personnel are to re-apply also.

CANADIAN VOTING REGULATIONS STATEMENT OF ORDINARY RESIDENCE

(Excerpts from Daily Routine Orders)

Personnel desiring to make or change their statements of Ordinary Residence may do so during the months of January and February only. Such personnel are to report to the Station Orderly Room to fill out the prescribed forms.

Quackery In Cancer

Medical quackery, especially quackery in cancer treatment, will be examined in a special hour-long edition of CBC's Close-up, Sunday, Jan. 14, at 10 p.m. EST.

In preparing the program, director-writer George Ronald interviewed alleged quacks, members of the medical profession and government spokesmen in the United States and Canada.

Most of the alleged quacks interviewed have little, if any, medical training. Some compare their position with that of Pasteur and Lister who antagonized much of the medical profession and worked with very little public support before their theories were accepted.

"We attempt to examine the problems of communication between members of the medical profession and the alleged quacks," explained George Ronald. "Is there adequate scientific study and analysis of the treatments and cures these quacks claim? Who is to say that quacks are all wrong?"

One of those interviewed is Harry Hoxsey, who operated cancer clinics in Dallas, Texas, and in Portage, Pennsylvania, until they were closed down by federal court orders.

William Goodrich, of the U.S. department of health, education and welfare, explains his department's constant fight against quackery and the reasons why more "quacks" are not taken to court.

Others interviewed include: Dr. C. A. Morrell, of the Canadian department of national health and welfare; Dr. Robert Taylor, of the Canadian Cancer Society and the National Cancer Institute of Canada; Oliver Field, of the department of investigation of the American Medical Association; Senator John J. Haluska, of Patton, Pa., who at one time was one of Hoxsey's chief supporters; Adolphus Hohensee, a lecturer on food who runs a health ranch near Scranton, Pa.

SPO
FRA

STATION S
 RINK SC

MOND

0800 to 1200—Snow
 1200 to 1300—Phys
 Skat
 1300 to 1600—Inter
 1600 to 1745—Supe
 Skat
 1745 to 1830—Ice M
 1830 to 2000—Open
 2000 to 2230—Sche

TUESD

0800 to 1200—Snow
 1200 to 1300—Phys
 Skat
 1300 to 1600—Open
 1600 to 1745—Supe
 Skat
 1745 to 1830—Ice M
 1830 to 2000—PMQ
 2000 to 2230—Inter

WEDNES

0800 to 1200—Snow
 1200 to 1300—Phys
 Skat
 1300 to 1600—Inter
 1600 to 1745—Supe
 Skat
 1745 to 1830—Ice M
 1830 to 2000—Open
 2000 to 2230—Stati

THURSD

0800 to 1200—Snow
 1200 to 1300—Phys
 Skat
 1300 to 1600—Open
 1600 to 1745—Supe
 Skat
 1745 to 1830—Ice M
 1830 to 2000—PMQ
 2000 to 2230—Inter

FRIDA

0800 to 1200—Snow
 1200 to 1300—Phys
 Skat
 1300 to 1600—Open
 1600 to 1745—Supe
 Skat
 1745 to 1830—Ice M
 1830 to 2000—Open
 2000 to 2230—Sche

SATURD

0800 to 1300—Snow
 PMQ
 1300 to 1745—Open
 1745 to 1830—Ice M
 1830 to 2230—Open

Norms Auto

1958 FORD — 2 d
 transmission — si
 \$1,495.00.

1956 CHEVROLET
 standard transmission

All cars 57 and up
 \$25.00 Down on A

Call Vick Brown
 representative, T

Notre Dame at
 Phone SU 3

ENROLL NOW

Mary Robinson Dance and Baton Studio

ST. BEDES PARISH HALL
 Turner & Mount Royal

TAP, BALLET, BATON TWIRLING,
 TEEN AGE, MODERN, JAZZ

Specializing in dance training for the tiny tots

PHONE VE 2-3534

Whytewold

DRUGS

PORTAGE AT WHYTEWOLD

YOUR CLOSEST DRUG STORE

"WE DELIVER"

KEN W. BALL, Prop.

Phone VEronn 2-3997

are still interested
Married Quarters as
ings will be made up
lications.

orms may be picked
Q/AU, SSec&HO, 16
y Room, ANS Order-
Orderly Room, and
y Room. Completed
be returned to the
15 January, and a
list will be promul-
roximately mid-Feb-
ndings of personnel
ed lists will not be
ver, these personnel
also.

**AN VOTING
S STATEMENT OF
Y RESIDENCE**

om Daily Routine
orders)

esiring to make or
statements of Ordie
may do so during
January and Feb-
ch personnel are to
e Station Orderly
out the prescribed

**quackery In
ancer**

quackery, especially
ancer treatment, will
n a special hour-long
's Close-up, Sunday,
m. EST.

g the program, di-
George Ronald inter-
quacks, members of
ofession and govern-
men in the United
nada.

e alleged quacks in-
e little, if any, medi-
Some compare their
that of Pasteur and
ntagonized much of
ofession and worked
le public support
ories were accepted.

pt to examine the
communication be-
ers of the medical pro-
he alleged quacks,"
erge Ronald. "Is there
atific study and analy-
treatments and cures
claim? Who is to say
re all wrong?"

e interviewed is Har-
who operated cancer
as, Texas, and in Por-
vania, until they were
by federal court or-

oodrich, of the U.S.
of health, education
explains his depart-
tant fight against
d the reasons why
s" are not taken to

viewed include: Dr.
of the Canadian de-
national health and
Robert Taylor, of the
ncer Society and the
cer Institute of Can-
Field, of the depart-
tigation of the Ameri-
Association; Senator
uska, of Patton, Pa.,
ime was one of Hox-
supporters; Adolphus
lecturer on food who
h ranch near Scran-

SPORT TALK

with
FRANK BINKUS



STATION SKATING RINK SCHEDULE

- MONDAY**
- 0800 to 1200—Snow Removal
 - 1200 to 1300—Physical Fitness Skating
 - 1300 to 1600—Intersection Hockey
 - 1600 to 1745—Supervised School Skating or Hockey
 - 1745 to 1830—Ice Maintenance
 - 1830 to 2000—Open Skating
 - 2000 to 2230—Scheduled Events
- TUESDAY**
- 0800 to 1200—Snow Removal
 - 1200 to 1300—Physical Fitness Skating
 - 1300 to 1600—Open Skating
 - 1600 to 1745—Supervised School Skating or Hockey
 - 1745 to 1830—Ice Maintenance
 - 1830 to 2000—PMQ Hockey
 - 2000 to 2230—Intersection Hockey

- WEDNESDAY**
- 0800 to 1200—Snow Removal
 - 1200 to 1300—Physical Fitness Skating
 - 1300 to 1600—Intersection Hockey
 - 1600 to 1745—Supervised School Skating or Hockey
 - 1745 to 1830—Ice Maintenance
 - 1830 to 2000—Open Skating
 - 2000 to 2230—Station Hockey
- THURSDAY**
- 0800 to 1200—Snow Removal
 - 1200 to 1300—Physical Fitness Skating
 - 1300 to 1600—Open Skating
 - 1600 to 1745—Supervised School Skating or Hockey
 - 1745 to 1830—Ice Maintenance
 - 1830 to 2000—PMQ Hockey
 - 2000 to 2230—Intersection Hockey

- FRIDAY**
- 0800 to 1200—Snow Removal
 - 1200 to 1300—Physical Fitness Skating
 - 1300 to 1600—Open Skating
 - 1600 to 1745—Supervised School Skating or Hockey
 - 1745 to 1830—Ice Maintenance
 - 1830 to 2000—Open Skating
 - 2000 to 2230—Scheduled Events
- SATURDAY**
- 0800 to 1300—Snow Removal—PMQ Hockey
 - 1300 to 1745—Open Skating
 - 1745 to 1830—Ice Maintenance
 - 1830 to 2230—Open Skating

SUNDAY

- 0800 to 1300—Snow Removal—Closed
- 1300 to 1745—Open Skating or Exhibition Hockey
- 1745 to 1830—Ice Maintenance
- 1830 to 2230—Open Skating

BROOMBALL

The Rec Specs are issuing a challenge to all teams or anyone interested on the station, to a game of broomball. Just call the Rec Centre at Local 511 for further information.

RCAF (WP) WIRE BOWLING CHAMPIONSHIP — 1961, HELD NOV. 22, 1961

Recent results of the Airwomen's Air Force-Wide bowling championships indicate that Station Winnipeg Airwomen placed eighth

among 27 teams. Corporal Marg Greer of the AFP Section bowled third high triple (673), and fourth high single (272).

SPORTS NIGHT FOR LADIES

The 1962 Sports Night sessions for wives of Air Force personnel and civilian employees, resumed on January 8th at 8:00 P.M. The program in 1962 will follow the usual activities of exercises, games and sports. SPECIAL NOTICE: There will be no program on Monday 15 January, but regular sessions will resume on January 22.



SOLUTION TO LAST WEEKS PUZZLE

- | | | | |
|----------------|----------------|-----------------|-------------|
| ACROSS | 37. Westwin | DOWN | 31. Piano |
| 1. Rosa | 39. Nae | 1. Race | 32. Tray |
| 5. Snead | 40. Oneman | 2. Omar | 33. Stop |
| 10. Waco | 42. Ore | 3. Servicemen | 34. Len |
| 14. Ames | 43. Tiny | 4. Ass | 35. Vie |
| 15. Peeve | 44. Penal | 5. Spain | 37. Wally |
| 16. Ebon | 45. Cry | 6. Nell | 38. Wry |
| 17. Carscallen | 46. Jato | 7. Eel | 41. Maskell |
| 19. Alou | 47. Slurs | 8. Avenue | 43. Tam |
| 20. Ery | 49. Memo | 9. Denim | 45. Creole |
| 21. Lil | 50. Gus Kyle | 10. Weaksex | 46. Jean |
| 22. Nickels | 53. Sea | 11. Able | 48. Ulcer |
| 24. Iron | 54. Bus | 12. Cool | 49. Meaty |
| 26. Dumas | 57. Ante | 13. Onus | 50. Gait |
| 27. Acid | 58. Commandant | 18. Clod | 51. Undo |
| 28. Poe | 61. Idol | 23. Caton | 52. Stol |
| 29. Tempt | 62. Eliot | 25. Rip | 53. Smog |
| 33. Step | 63. Inca | 26. Doctors | 55. Unca |
| 34. LAC | 64. Toll | 27. Atone | 56. Star |
| 35. Voxair | 65. Reggy | 28. Pas | 59. MIG |
| 36. Tom | 66. Tsar | 30. Manitobansc | 60. Dit |

FREE!

TO MANITOBA HYDRO CUSTOMERS OWNING LOW WATTAGE ELECTRIC WATER HEATERS

Effective immediately Manitoba Hydro will replace, at no charge, your present 500 or 750 watt elements with a new 1000 watt (or higher) element, providing your tank is insulated and equipped with a thermostat. (1000 watt elements may also be replaced with higher rated units if desired.)

If your tank is not insulated or thermostatically controlled you may have a cover and thermostat installed at reasonable cost, at the same time as your elements are changed.

continuous electric power, 24 hours a day. You get a quick supply of hot water within minutes after your regular hot water supply has been exhausted.

Customers choosing this super-fast 1000 - 3000 watt combination will have the new elements supplied free of charge providing their water heater (a) is 40 gallons or larger (b) is covered with an insulating cover and equipped with thermostats (c) allows the new top element to be installed at least 1/3 down from the top of the tank.

Need Super-Fast Hot Water Recovery?

Then the new 1000 - 3000 watt element combination is for you. These high speed elements operate on

Boost the output of your present water heater this easy way. Phone for your free element exchange.

Your Tank Need Replacing?

Easy RENTAL plan puts a new electric water heater in your home quickly. Only \$1.95 a month. Phone for details.

Electricity... lowest cost way to heat water

MANITOBA HYDRO

SEE YOUR LOCAL HYDRO SUPERVISOR

Norms Auto Sales Ltd.

1958 FORD — 2 door — standard transmission — six cylinder — \$1,495.00.

1956 CHEVROLET — 4 door — standard transmission—\$995.00.

All cars 57 and up under warranty \$25.00 Down on Approved Credit.

Call Vick Brown your Station representative, TU 8-7119.

Notre Dame at McPhillips
Phone SU 3-7168

R.C.A.F. YEAR-END ROUNDUP

(Continued from page 1)

mand were transferred to Air Transport Command. This move was made because the auxiliary squadrons were all equipped with light transport aircraft and their role was that of an emergency force having a capability of search and rescue, communications and transport which are responsibilities of ATC.

In May, the maritime Argus squadrons were reorganized to put

a maritime patrol unit into Summerside, P.E.I. Shortly after, a crew from 415 (Swordfish) Squadron, Summerside, proved the long-range capability of the Argus anti-submarine aircraft with a new Canadian endurance record of exactly 30 hours.

As part of the Canada/United States agreement of June 12, Canada assumed full responsibility for 16 Pinetree radar stations located in Canada.

October 1 marked the re-activation of 437 (Husky) Squadron to be based at Trenton, flying the new Yukon turbo-prop transport. No. 426 Squadron at Trenton will move to St. Hubert, P.Q., and continue to fly North Star transports.

A realignment of west coast units under 5 Air Division was made during the year, putting all maritime elements of the Division under Maritime Air Command.

International Commitments

From the "business as usual" aspect, the RCAF was occupied in meeting continuing commitments both at home and abroad. The Air Division in Europe continued on the alert with its NATO partners, taking part in exercises designed to maintain its combat readiness. For the fourth consecutive year RCAF pilots of the Air Division won the Guynemer Trophy, emblematic of air gunnery supremacy.

Also in Europe, the RCAF advisory group to the West German Air Force completed its three-year mission at Oldenburg, Germany. During this time 8000 hours of flying training were carried out without a serious accident, and 200 German pilots were trained to operational standards.

The NORAD partnership again "proved solidly effective" against invading bombers during Exercise Sky Shield II on October 14. All RCAF air defence squadrons took part, along with radar personnel and combat operations center staffs.

RCAF support of Canada's UN operations was maintained throughout the year with regular flights to the Congo, the Gaza Strip and Indo-China. The RCAF continued as a part of the UNEF in the Middle East, operating the only air element in that theatre, and flying desert patrols and local supply runs with Caribou and Otter aircraft.

The internal air transport of the UN Congo forces was augmented for a three-month period starting in September by two RCAF C-119 Flying Boxcars and their crews. In September, A/C H. A. Morrison replaced A/C C. G. Chapman as Air Commander of the UN forces.

Air Transport Command also performed an international mercy flight to Honduras. On November 8 a North Star left Trenton with a cargo of flour, skim milk, clothing, bedding and medical supplies for hurricane-stricken Belize. After a safe arrival, it flew a second cargo from Mexico into the disaster area.

The RCAF At Home

The RCAF's task of maintaining supply lines to the Arctic and from coast to coast was carried out without incident during 1961.

Each year aircraft of ATC conduct a number of scheduled northern flights delivering supplies and equipment to Arctic outposts, including RCAF Station Resolute Bay and Alert. In the spring, C-119 Flying Boxcars from 436 Squadron of Downsview, and Flying Boxcars and C-130B Hercules aircraft from 435 Squadron, Namao, Alta., delivered the largest tonnage of freight to date, in two operations, Spring Re-supply and Operation Boxtop. Later, in August, another huge consignment was airlifted to the Arctic outposts. In all these operations, the newly acquired Hercules heavy transport proved itself to be well suited to this work and enabled the crews to finish tasks in one third of the time demanded in previous years.

In August, when the forest fire situation in Newfoundland became critical, the RCAF was asked to fly troops and equipment to the stricken area. Nine hours after the request was made, 200 troops, with trucks, jeeps, trailers and 8700 pounds of cargo had been delivered

from Camp Gagetown to Gander. A month later, an additional 800 troops and 29 tons of freight were flown in as the situation worsened.

Changes in roles of some segments of the RCAF, the acquisition of new equipment and the increase in the service ceiling created additional training requirements. Within a month of the announcement that the CF-101B would replace the CF-100 in air defence, instructors for both air and ground crew were taking instruction from the USAF in preparation for training RCAF personnel to operational standards in as short a time as possible.

An aircrew unit was established at Namao, near Edmonton, and ground crew training on the CF-101B was organized at Uplands, outside Ottawa. The first RCAF CF-101B Squadron, No. 410 (Cougar), went into operational service on Christmas Day at RCAF Station Uplands.

Training of the ground and aircrews for the CF-104 also gathered momentum, and 6 Strike Reconnaissance Operational Training Unit was opened in September at Cold Lake, Alta. As the year closed some of the CF-104 instructors were taking ground instruction in preparation for the arrival of the first two-seat trainer versions of the aircraft which are being built by Lockheed in California. A Field Technical Training Unit was also set up at Cold Lake to train the technicians who will work on the CF-104.

Almost half of the 200 technicians who will serve on the two BOMARC Squadrons, at North Bay and La Macaza, started technical and squadron training at USAF bases.

Honours And Awards

Two RCAF officers received recognition, for service to Canada and for an act of bravery. The Trans-Canada (McKee) Trophy was awarded to Wing Commander W. G. Leach, of Toronto, in April 1961. The award was made in recognition of W/C Leach's contribution to Canadian aviation in the field of high-altitude physiology, and for the courage and devotion to duty he displayed in conducting this research.

On November 28, Squadron Leader J. A. (Fern) Villeneuve, of Ottawa, was awarded the Air Force Cross at an investiture at Government House. He received the decoration in recognition of his decision to land his disabled, burning jet aircraft rather than eject safely and have it crash in a populated area.

POLAR EXPLORATIONS

(Continued from page 3)

tributed to high morale among the crew was a well outlined leave policy, effective on return. Mail was received and despatched whenever possible. There was opportunity for trade advancement and assurance that personnel would not be "forgotten men" during the operation.

One would think that there is little wildlife in the Arctic Island area. The Air Crews of 436 Squadron engaged in the "Boxtop" operations had little opportunity to see very much wildlife flying over the ice cap of Greenland and the ragged shoreline of Ellesmere Island. However, during the 1948 supply operation special licenses

(Continued on page 7)

AIR

At last a variety of country types of country through snow, compact enough to load. It is Canada of "JIGER."

This hybrid National Sportsman made about it at substantiated since hunters and fish abilities for new a long, arduous port is now within the priced about the round vehicle it is

The body is because of its son contributes to the model the cab is to be obtained, as an

Power is supplied located under the the other engine to a side and the across. Treads are ference and protr the tires are very they to keep the

Directional of the other. This is column. Change easy. Speed contr arm of the T column the vehicle or the in order to stop.

Some resemble column forward. tion and is to be country the JIGER levers power is to of the hull for use

This vehicle However, it's use people aboard, m fishing. With only necessary equipment could be prohibi getting to the fr would be quite su winds are fairly margin.

The JIGER is built specifically it is going to be and more about t

POLAR EXPLORATIONS

(Continued from page 3)

were issued to personnel of the C Fish and Wild L. Over fifty species mammals were habits of many served. Caribou were mere Island and B great number of M at Slide Fiord Polar Bears were White Fox, Arctic Seals and Whal throughout the tri

On arrival at E up with a Prof from Boston Univ experienced eye he out evidence whic this frigid land ha tropical vegetation coal seams right face. In addition fied wood, and im tion and fish embe There were also su



Town n' Country
RESTAURANT

FABULOUS
FUN • FOOD • FESTIVITIES
THE AIRMEN'S FAVORITE RENDEZVOUS
THE TOWERS
Winnipeg's Most Exciting Supper Club
GOLD COACH LOUNGE
For a Rollicking Evening of Casual Entertainment
THE CARRIAGE ROOM
Famous for its Open Charcoal Broiler
THE STEAK ROOM
For an Adventure in Good Eating
YE NOSHERY
For After Theatre Drop-in
317 KENNEDY ST. • WINNIPEG
Phone WH 3-8618

JANSEN BROTHERS

WHOLESALE
FRUITS & VEGETABLES

CATERERS TO R.C.A.F. MESSES

191 Ellen St.
WINNIPEG, MANITOBA
Whitehall 3-8446

Winnipeg's Finest 2-Way
Radio Equipped Taxi Service

VETERAN'S-NASH TAXI

PHONES
Whitehall 2-6101
Whitehall 3-4533

Clean, Modern Cars to Serve
You Anytime, Anywhere

When **STORING** use **Canada's finest furniture WAREHOUSE**



SECURITY STORAGE
Phone SU 3-7171

Agents for **ALLIED VAN LINES**

Silverwood's DAIRY PRODUCTS

• Safe Milk • DeLuxe Ice Cream • First Grade Butter

AIR FORCE AFIELD

By HOPP

Go Anywhere Vehicle

At last a vehicle is being manufactured that will travel over all types of country, and is within the sportsman's budget. It can plough through snow, traverse swamps, climb hills and cross rivers. It is compact enough to fit in a small trailer and yet can carry a 450 pound payload. It is Canadian designed and Canadian built, and goes by the name of "JIGER."

This hybrid boat and "go cart" was first on display at the Canadian National Sportsman Show in the spring of 1960. Some of the claims made about it at the time seemed rather dubious but most have been substantiated since by actual field trials. The use of the "JIGER" to get hunters and fishermen into backwood areas leaves limitless possibilities for new adventure. Country formerly reached only by aircraft, long, arduous portages or by expensive snowmobile or Weasel in winter is now within the reach of the "JIGER" equipped outdoorsman. It is priced about the same as a two man powered toboggan, but being an all round vehicle it is a much more attractive proposition.

The body is of durable fibreglass and reminds one of a bathtub because of its somewhat similar shape and size. It is watertight which contributes to the vehicle's flotation characteristic. In the standard model the cab is open, but a fibreglass top and clear plastic sides can be obtained, as an extra option, for travelling in inclement weather.

Power is supplied by two 5 1/2 HP chain saw engines which are located under the seat. One engine drives the wheels on one side, and the other engine drives the wheels on the other. There are three wheels to a side and the tires are of small diameter and as wide as they are across. Treads are spaced every three or four inches, around the circumference and protrude about an inch offering a solid grip in any terrain. The tires are very low pressure (about 1 psi) and have sufficient buoyancy to keep the vehicle afloat should a hole be punched in the hull.

Directional control is obtained by throttling back one engine or the other. This is done automatically by twisting the T shaped control column. Change of direction is abrupt making dodging of obstructions easy. Speed control is attained by twisting one of the hand grips on the arm of the T column. Brake levers are provided for braking one side of the vehicle or the other to aid in turning, or both sides at the same time in order to stop.

Some resemblance to a gear shift is offered by pushing the control column forward. This gives a higher pulley ratio than in the start position and is to be used for high speed cruise. At full throttle across flat country the JIGER can go 30 mph and in water 6 to 8 mph. By shifting levers power is transferred from the wheels to two props at the back of the hull for use in water crossing.

This vehicle is ideal for travel to remote hard to get at areas. However, its use after you get there appears to be limited. With two people aboard, manoeuvring room is too limited for duck shooting or fishing. With only one person it could be done, but only the minimum necessary equipment could be carried. Its use in Manitoba duck marshes could be prohibited as it would be classified as a power boat. For getting to the fringe areas, where this restriction does not apply, it would be quite suitable. Water crossings can only be made when the winds are fairly calm because the sides are low giving little freeboard margin.

The JIGER is a fine example of Canadian ingenuity. It is a vehicle built specifically to solve a tricky problem and from all appearances it is going to be a tremendous success. You can expect to see more and more about this amphibian as production gets into full swing.

POLAR EXPLORATIONS

(Continued from page 6)

were issued to the ornithologist personnel of the Canadian and U.S. Fish and Wild Life Departments. Over fifty specimens of various mammals were collected and the habits of many others were observed. Caribou were seen on Ellesmere Island and Bathurst Island. A great number of Muskox were seen at Slidre Fiord Eureka. Many Polar Bears were seen. In addition White Fox, Arctic Hares, Walrus, Seals and Whales were seen throughout the trip.

On arrival at Eureka I teamed up with a Professor of Geology from Boston University. With an experienced eye he quickly pointed out evidence which indicated that this frigid land had abounded with tropical vegetation. There were coal seams right on the rock surface. In addition there was petrified wood, and imprints of vegetation and fish embedded in the rock. There were also surface indications

of other minerals but it would require a lot of man hours and huge sums of money to prove a claim.

As we were travelling down a small river valley a Muskox suddenly appeared in front of us. It put its head down as if to charge

Morton H. Nemy

BARRISTER, SOLICITOR
AND NOTARY PUBLIC

PORTAGE AND MOUNT ROYAL

St. James, Man. Tel. VE 2-1381

but a shot over his head diverted him in another direction.

We saw about thirty Muskox near the airstrip at Eureka. It was rather interesting to note that the 5,000 foot runway was laid out by weather station personnel, working three at a time, five days a week and was completed between June 21, 1947 and August 1, 1947. Their equipment included two air transportable tractors with bull-dozer blades.

The unloading operation was eventually completed, and there was still time for exploration. It was planned to see if a passage could be made through the Fury and Hecla Straits into Fox Basin at the top of Hudson Bay. A careful entry was made into the straits with the electronic depth finders augmented by the age old method of a marked line weighted by lead and cast over the bow. The current through the Straits was about 8 kts. and as the Ice-breaker neared the open water of Fox Basin there was only several feet clearance. The Captain had just about decided to turn back, but urged on by his New Englander Executive Officer, the progress continued and the "Eastwind" became the first ship in history to sail through the Fury and Hecla Straits.

The remainder of the trip through Fox Basin and Hudson Straits to Boston was without incident.

The trip to Alert by ice-breaker and the historical passage through the Fury and Hecla Straits had been a tremendous experience and will long be remembered by all personnel engaged on the operation known as Task Force 80.

111 KU Wins Race With Santa

On 18 Dec. 61 an Albatross from 111 KU proceeded to Vancouver for water flying practice and was scheduled to return on 21 Dec. Departure for Winnipeg was on sched-

ule but due to poor weather enroute the aircraft was forced to remain in Calgary. While there, a call was received on a missing aircraft on a flight one hundred miles north of Fort Nelson. On Friday just three days before Xmas the 111 KU crew proceeded to Fort Nelson to carry out the search. Bad weather forced the aircraft to discontinue the search on the 23rd but a second try made on the 24th was successful. The missing pilots were found safe and well and the aircraft was escorted back to its base.

The time was now 4 PM on 24 Dec. so with luck and good weather the crew hoped to make Winnipeg before Santa Claus descended the chimneys. After a good meal, hasty farewells to the very kind Army Personnel who had made their stay most comfortable, and a good weather briefing, Albatross 9310 nosed south on the last 1000 miles. Giving his position over Saskatoon at midnight the Captain, F/L Steven, received the good news that Santa Claus had not reached that far south and so the crew knew that the race was won. Three hours later, a tired but happy crew climbed down from their own trusty sleigh in time at least to help open the parcels under the

(Continued on page 8)

THE MARITIME LIFE ASSURANCE COMPANY



JOHN L. BERVEN
District Manager

District Manager Armed Services Division

Corner Portage and Whytewold
Offices VE 7-1331 - Res. GL 3-0644

SPECIALIZING IN ARMED SERVICES LIFE INSURANCE REQUIREMENTS

FOR QUALITY PRINTING
CALL

Wallingford Press Ltd.

PRINTERS
AND
LITHOGRAPHERS

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

figure on a real
thirst-quencher!



EDEN ROC MOTEL

1882 Pembina Highway (No. 75)
10 Minutes From Downtown

35 MODERN ROOMS, TV, RADIOS, TELEPHONE, CAR PLUGS

SINGLE RATE \$7.00 — DOUBLE \$8.00

SPECIAL WEEKLY OR MONTHLY RATES FOR FAMILY KITCHEN UNITS

Phone GLOBE 2-7933

getown to Gander. an additional 800 tons of freight were situation worsened. roles of some seg-CAF, the acquisition ent and the increase ceiling created addi-requirements. With- the announcement MB would replace air defence, instruc- and ground crew struction from the ration for training nel to operational s short a time as

nit was established ar Edmonton, and raining on the CF-ized at Uplands, a. The first RCAF ron, No. 410 (Cou- operational service ay at RCAF Station

he ground and air- F-104 also gathered d 6 Strike Recon- rnational Training ed in September at . As the year closed CF-104 instructors ound instruction in r the arrival of the rainer versions of hich are being bur California. A Field ning Unit was also Lake to train the o will work on the

of the 200 techni- l serve on the two adrons, at North Bay started technical raining at USAF

And Awards officers received rec- ervice to Canada and ravery. The Trans- (Kee) Trophy was ing Commander W. ronto, in April 1961 s made in recogniti- h's contribution to tion in the field of physiology, and for nd devotion to duty in conducting this

er 28, Squadron Lea- ern) Villeneuve, of arded the Air Force vestiture at Govern- e received the deco- nition of his decision isabled, burning jet than eject safely and in a populated area.

ATIONS page 3) h morale among the well outlined leave ve on return. Mail nd despatched when- There was opportu- e advancement and personnel would not men" during the

think that there is in the Arctic Island Crews of 436 Squad- n the "Boxtop" oper- e opportunity to see ldlife flying over the Greenland and the ine of Ellesmere Is- er, during the 1948 tion special licenses (Continued on page 7)

CLASSIFIED

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.

BROOKS FOR REAL ESTATE

Donald H. Brooks — sales representative for THE ROYAL TRUST COMPANY, 436 Main St., WH 3-0411. Residence: 705 Bruce Ave., St. James, VE 7-1631. Exclusive, Multiple Listings. For results LIST WITH ME!

ATTENTION!

BRAEMAR HOMES

Will build you a brand new home in Crestview Park or Downs Heights north of Portage Avenue in Kirkfield Park.

These are three and four bedroom homes. Prices start at \$12,055.00 and up. Down payment as low as \$620.00. Monthly payment as low as \$82.00 per month at 6½% interest.

If you would like a brochure with more information call Paul Billeck at WH 2-0405. Evenings GL 3-2983.

WINTER SPECIALS

NOW is the time to change over to Firestone Town & Country tires, two for \$44.00. Heavy Duty Firestone Batteries to clear at special discount prices. 1c per gallon discount on gasoline to all station personnel, with station plates on their car. We specialize in European car repairs. European trained mechanic on duty.

CRESTVIEW TEXACO SERVICE

Portage Ave. and Whittier St.

Kirkfield Park VE 2-2660

FOR SALE

BRUCE AVENUE \$16,900 — Close to Station — Live in SILVER HEIGHTS where no two homes are the same or even look alike. Pretty 3 B.R. bungalow with coral side gable. 5½% mortgage. Don Brooks — VE 7-1631 weekends, evenings.

ROYAL TRUST COMPANY

436 Main St. Phone WH 3-0411

Member W.R.E.B. Multiple Listing Service.

Skates—Ladies' white tube, size 5, \$2.50; Girls' white tube, size 11, \$2.00; Girls' white figure, size 12, \$3.50. This is an excellent pair of skates, padded, well supported sides, 2 years old. Load Miser — Phone VE 2-0114.

1957 Plymouth V8, 38,000 miles. Excellent condition. Best offer. Contact LAC Arnold at Local 595 or VE 2-0416.

3 Bedroom bungalow, 2 years old, Kirkfield Park. NHA 6% mortgage \$15,500. Landscaped front, full basement. Contact F/L Koons VE 7-1804.

Pair Girl's White Figure Skates, size 4, very good condition, \$4.00. Phone VE 7-1932.

Three speed bicycle. Can be seen at 424 Sharpe or Phone VE 2-2930.

Richoflex Camera with case. 3.5 Lens, takes 12 pictures on 120 film. Extras: 35 mm. attachment for slides, lens hood, filter and flash attachment. Price \$18.00. VE 2-6702.

Five used Remington Wingmaster 12 gauge shotguns, the property of Station Fund. These items may be seen and bid upon at the Westwin Exchange. All bids close on 19 Jan. 1962.

Kirkfield Park—Full price \$15,300. Owner transferred offering 3 bedroom bungalow 3 years old. Full basement, large kitchen, livingroom and side drive. Two miles from station. Close to school, one block off Portage Ave. LOW TAXES. Phone VE 2-1872. No Agents.

Dining room table and four matching chairs (2 years old), walnut finish, three centre boards. Table can be folded to desk size when not in use. Ideal for small dining room. \$85.00. Phone F/O Hopkins, Local 343.

FOR SALE

Playpen—\$8.00, Gendron baby carriage, \$25.00. Phone VE 2-5679.

One pair girl's figure skates, size 2. Tel. VE 2-5048.

FOR RENT

Immediate possession, 4½-room suite, Silver Heights Apts. Phone VE 2-6347.

ALTERATIONS

Alterations on women's and men's clothing, dressmaking. Fully experienced in dressmaking, and tailoring. Phone VE 2-5324.

BABYSITTERS

Will baby sit in my own home, while mother works. Phone VE 7-2955. Reliable baby sitter approx. 10 days per month. 8 a.m. to 4:30 p.m. Phone VE 2-4968.

WANTED

Baby's play pen. Girl's figure skates, size 5 or 5½. Tel. VE 2-5048.

111 KU Wins Race

(Continued from page 7)

tree. One more of the many and varied missions successfully completed in 1961 by 111 KU.

CREW—F/L F. J. Steven, F/L G. H. Knight, F/L R. F. Baptiste, F/O D. W. Anderson, F/O B. Woodason, LAC M. D. Arnold, LAC D. W. Newdorf.

When you see what some girls marry, you realize how they must hate to work for a living.

"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."

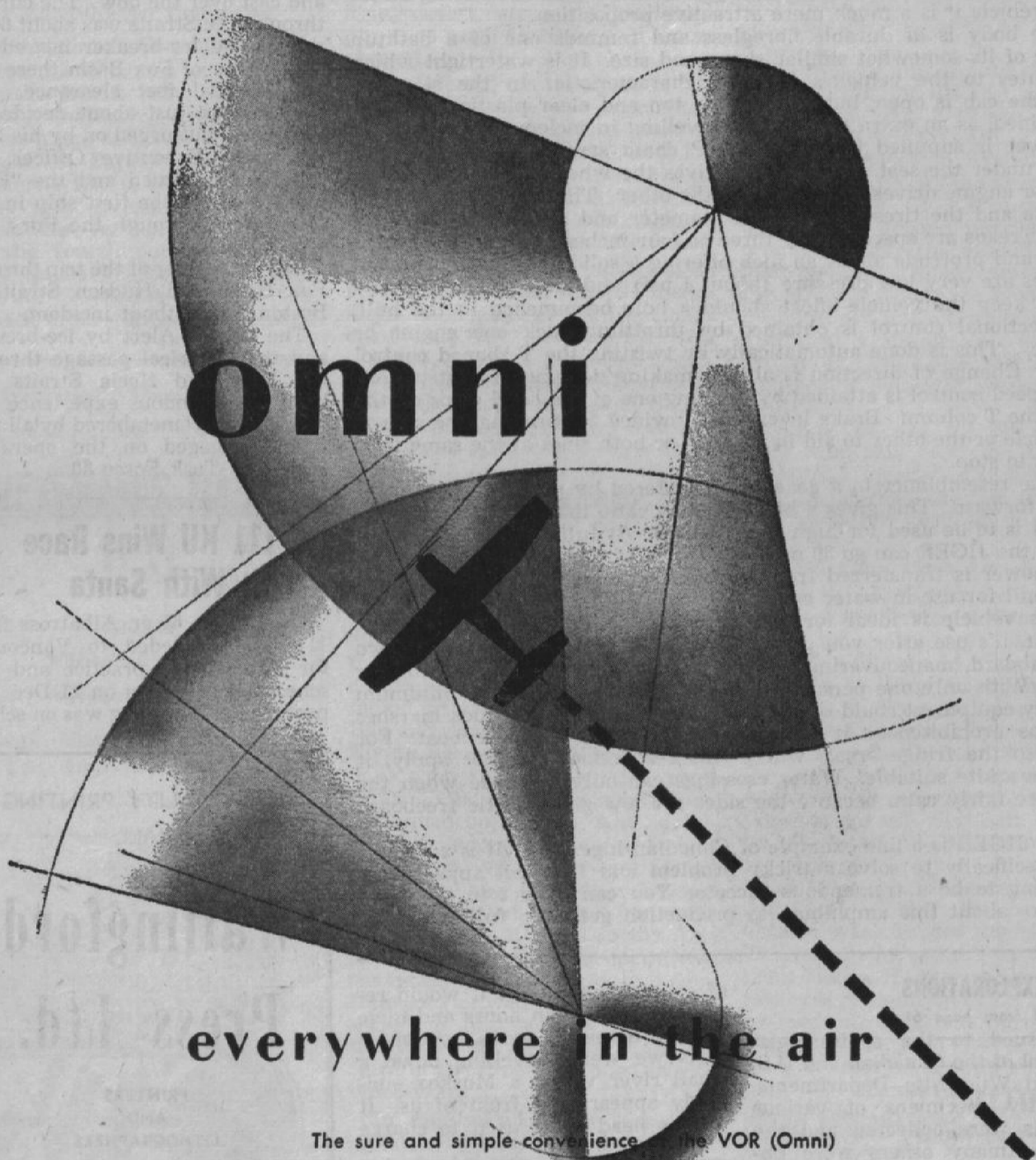


My name is Earl Fickes

I am the local representative of the Sun Life Assurance Company of Canada, one of the world's great life insurance companies. I believe I can be of service. May I call upon you at your convenience?

1349 PORTAGE AVE., WINNIPEG PHONE SP 5-4556

SUN LIFE OF CANADA



everywhere in the air

The sure and simple convenience of the VOR (Omni) navigational system has now been established across Canada. The advantages of this remarkable new flying aid can be brought to you—and serviced—by Northwest Industries Limited.



NORTHWEST INDUSTRIES LIMITED
COMMERCIAL AIRCRAFT DIVISION

At the Municipal Airport, EDMONTON — at the International Airport, VANCOUVER

Volume 11, No. 3

Flight Lieutenant R. Mitchell, Winnipeg, accepts the Air Medal, Air Officer Commanding.

3 CU

No. 3 Comm... awarded the MCR... uly surveys and... observers. Officer C...

In 1960 3CU p... declined to select a... announced that V... monon, Rockcliffe... Halifax must be co... ing tied for second

3CU is now a tw... having received the... the year of the av... At that time S/L... CO CCHQ, stated... you may be locate... Columbia to Nova... all have one thing... standard set of com... ulations. On the an... CCHQ staff look p... viations from the s... nical and operatin... is on the basis of... provide teamwork... come from the cor... tion and impleme... standard commun... tions, that the Effic... awarded."

In accepting the... Mitchell acknowle... ning of this trophy... to the all-out effor... everyone, the WOs... women of 3CU, and... to a considerable d... cellent support giv... ous sections of Sta...

F/L Mitchell is... twice winner of the