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at 1900 HRS.  
at 1300-1500 HRS.  
at 1400 HRS.  
at 1900-2100 HRS.

**Y 14 SEPTEMBER**  
**QUICK AND THE**  
**DEAD**  
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**Y 15 SEPTEMBER**  
**OF KILMANJARO**  
General

**ESDAY 16 SEPT.**  
**OF THE FLIES**  
Restricted Adult

**Y 17 SEPTEMBER**  
**CKETS TO PARIS**  
General

**Y 18 SEPTEMBER**  
**KENSTEIN 1970**  
Adult

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Exclusively

# Voxair

AN AIRFORCE NEWSPAPER

Rossland B.C.



Authorized second class matter by the Post Office Department, Ottawa, Ontario, and for payment of postage in cash.

The views expressed herein are not necessarily those of the Royal Canadian Air Force or the staff of VOXAIR.

Vol. 13, No. 37.

WINNIPEG, MANITOBA

September 18, 1964

## BATTLE OF BRITAIN SUNDAY



First flown in March 1936, the Spitfire is famous as the leading British fighter of World War II. Spitfire was first flown on Canadian operations by No. 403 Sqn. in March 1941.

On Sunday, September the 20th, we will commemorate the Battle of Britain. Throughout the world, RCAF Stations will pay tribute to the Canadian Airmen who, with their beleaguered friends in the RAF, helped hold the enemy at bay during those crucial and early years.

Twenty-four years ago this month, the immortal words of Winston Churchill "Never was so much owed by so many to so few" were spoken, when he paid tribute to a gallant band of flyers that held off a determined enemy many times their number.

In the skies over the English countryside bordering the great city of London, Canadian airmen, with their RAF counterparts, fought and died for a concept so widely foretold by another great man, Abraham Lincoln, in parts of his Gettysburg address.

From airfields such as Biggin Hill, Northolt, Croydon, North Weald and Hampshire, these young men arose to meet and defeat the Luftwaffe that Goering could send against them.

The battle began on the 8th of August 1940 and has since come to be known as the "first phase" of the aerial war. In this period, the Hurricanes and Spitfires were pressed, as were the men who flew and fought in them. Such was their tenacious pursuit in defence of the South-East coast of England,

that the Luftwaffe had to alter its plan of attack.

A good reason for the enemy's change of heart occurred on the 27th of September, when, with a total of 13 pilots available, the Canadians made 26 sorties and carried out three patrols, engaging no less than 70 enemy aircraft in combat. They destroyed seven, were credited with the probable destruction of another and damaged a further seven. It was later confirmed that the damaged seven had crashed, making a total of 14 confirmed and one probable. All this was accomplished at the cost of one aircraft and one injured pilot by a patrol of some 12 Hurricanes.

That the remainder of the British air forces were equally successful was witnessed by the fact that 133 enemy aircraft were destroyed, a total only surpassed on the 15 August and 15 September, when 159 and 185 of the enemy aircraft were confirmed as destroyed.

The "second phase" of the battle was carried out from the 15th of August until the 4th of September, when the enemy tried desperately to knock out those airfields that sheltered the courageous fighters and their planes. For the enemy, the reason for the about face was the enormous losses they had suffered at the hands of the RAF, and they were determined to crush the fighter bases and destroy the men and planes on the ground, something they could not do in the air.

Undaunted in spirit the 'few' did suffer, but once again they forced the enemy to abandon his plans and on September the 7th, he began what is known as the "third phase." This was the beginning of an all out offensive on London. It was not until October 5th that the battle began to wane for the enemy, and the "gallant few" could stand down for longer periods of rest.

During the battle which lasted throughout the months of August and September, three squadrons composed of RCAF personnel accounted for 31 enemy planes confirmed, 28 damaged and many probables, as against the loss of three of their own pilots.

It is perhaps fitting that here, close to RCAF Station Winnipeg, the second of three squadrons who participated in the Battle of Britain was formed. At that time it was known as 112 Auxiliary Squadron, and was renamed No. 402 Squadron. This squadron, together with 110 Auxiliary Squadron of Toronto and 115 (Fighter) Squadron of Montreal were the first of the many to fly and fight against the best of the enemy.

112 Squadron was formed in Winnipeg in 1933 as an Army Co-operation unit, and with its sister squadrons 110 and 111 was furnished with three Tiger Moths for flying training. In 1938, the squadron, formerly known as part of the Non-Permanent Air Force, was re-

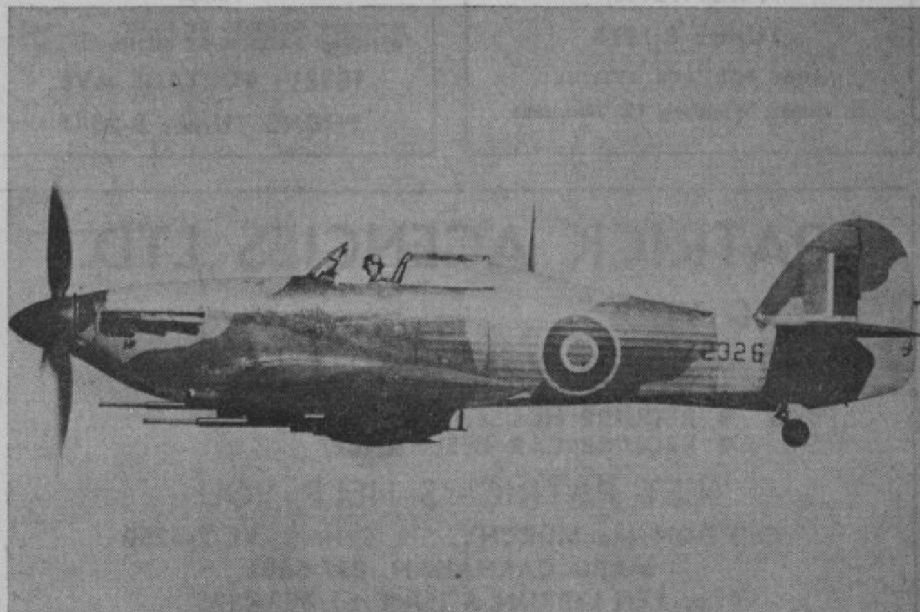
designated as part of the Auxiliary Active Air Force.

An August 31, 1939, the squadron, together with other auxiliary units, was called out on a voluntary basis for full air force duty. Five months and 15 days later, mobilized into an active unit, personnel of 112 Squadron were overseas to augment personnel of 110 Squadron (later to be known as 400 Squadron, the first RCAF fighter unit overseas).

The first CO of 112 overseas was S/L W. F. Hanna, and the unit was renamed Number 2 Squadron. Personnel did not however see action as quickly as they had hoped and, for a while, the squadron was used as a reinforcement unit to back up the fighting squadrons.

Many Canadians had already felt the first blows of the Luftwaffe, having been absorbed by the RAF in the early stages of the arduous conflict. These airmen, together with the men in the new squadrons, truly earned the praise heaped upon them by a grateful commonwealth and the respect that was evinced by the whole world.

These few, and the thousands that came after them, are part of the heritage that the RCAF has added to its long history. To those few, this Sunday is reserved to their memory, and of the deeds they performed in the skies over England.



First flown in 1935, the Hurricane served throughout World War II in every theatre of operations. The RCAF received its first Hurricanes in February 1939. The first RCAF squadron to fire its guns in anger, No. 401, flew them in the Battle of Britain. Two other RCAF squadrons, 402 and 417, flew the type on overseas operations.

See Farnborough Photos on Page 4



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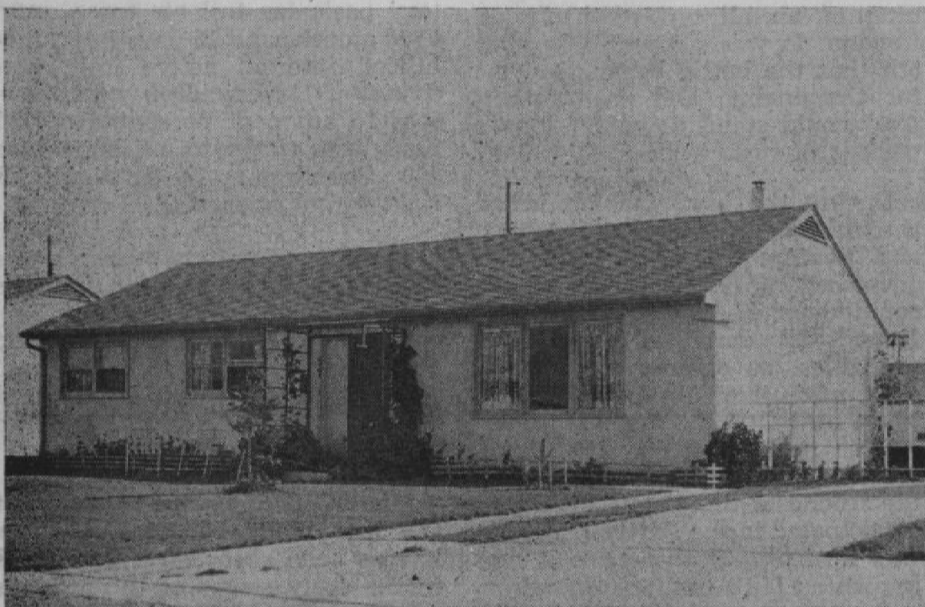
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**Pen Points To Personality**

EDITOR'S NOTE: Pam has been accepting specimens of handwriting, for analysis, through the office of VOXAIR. At this time she has many samples in her basket,— enough to keep her busy until well into the month of November.

For the present time, therefore, we will not accept any further handwriting samples, but if the demand is strong and Pam is willing we will ask for more letters at that time.

*By Pam Pawlak*



*To some men popularity is always suspicious. Enjoying none themselves, they are prone to suspect the validity of those attainments which command it.*  
*Littlest Hobo*

**"Little Hobo"**

This sample of handwriting was selected because it illustrates rather well two particular types of connections. Notice first the words "suspicious" and "suspect." The connections between the letters are rounded, and at the base of the letters. We call this the "garbled connection" and it shows friendliness, warmth, kindness. Now look at "attainments" and "command" and you will see the connections to the top of the letters forming an arch. This is known as the "arch connection" and shows a reserve, somebody who is difficult to know and really understand. In some cases (but not this one) it can mean deceit. Many of the other points have been previously mentioned, and we will now give a general analysis and you will see how these connections work in.

This writer is a friendly young lady, showing sympathy, affection, kindness and generosity. She shows good control and even temper. She is usually calm and adaptable and has a quiet wit. She is methodical, persevering and thorough at work, but there is a tendency to boredom or discouragement. (The downward slope of the lines.) She has many varied interests and desires, and is broad-minded in her views. She has a lot of poise and dignity for her age, and maintains an inner wall of reserve, keeping many secrets of her own, and being more self-contained than first appearances would suggest, and is quietly thoughtful about many things. She also shows an appreciation of beauty, and strong family pride.

**"Teddy"**

You may resent this, Teddy, but your writing shows considerable immaturity. You have many varied interests and desires, but not sufficient aggression to follow them up. You are tied to the past, or perhaps your family, and find it hard to make the break, also you worry too much about what people think. When you learn to "unbend" and adapt yourself you should do well, for you are honest, truthful and trustworthy, and capable of deep feelings as well as efficient work.

**"High Jings"**

Although your overall attitude is happy-go-lucky and couldn't-careless, you are a person of many changing moods. You dislike routine and responsibility, like to have a good time. Often you are friendly, vivacious, warm, sometimes off-hand or irritable, sometimes oversensitive or jealous. You can change your mind just as often, although when you do make up your mind about something you can be stubborn as a mule. You can be generous too, and sometimes are impulsively so, but usually like to see returns for what you give. Most of your problems seem to be due to inner tension. Try to relax!

**"Voodoo"**

You suggest your analysis should be in "very general terms" and it is easy to see why, for you are shy and reserved. I also notice that you are considerate of the feelings of others, and go out of your way not to hurt anyone. Therefore I shall comply with your wishes! You have an alert, active mind, are exacting in your work, co-operative and patient, and have a cheerful disposition. You are, in general terms, thoroughly dependable, and have no reason for your apparent lack of self-confidence.

**"Interested"**

You are rather difficult to know because you are rather fickle and changeable. Most often you will be cheerful and optimistic, friendly and considerate, but your moods can change and so also your preferences. You can be very outspoken, but also when you want to be you can be tactful or even shy. You are ambitious, but dislike responsibility; intelligent, logical and practical when you wish, but usually hasty and therefore careless or impatient. You are a good company and like to be fun, and above all you have a strong sense of fair play.

**ROMAN CATHOLIC CHAPLAIN**

Chaplains  
 Rev. V. Villeneuve  
 Rev. G. E. Grant—Local

Secretary  
 D. Schoen — Local

**MASSES**

Sundays—9:00 a.m. and 10:00 a.m.  
 Wednesdays—4:40 p.m.  
 Fridays—4:40 p.m.

**CONFESSIONS**

Before every Mass. During Lent on Sunday. Every week from 7 to 8 p.m.

At other times—by appointment. If there is no confessional, ring "C" for the Chaplain's secretary.

**BAPTISM**

Usually on Sunday afternoon. If inconvenient, another day may be chosen. The Chaplain's secretary will arrange the hours to arrange for the papers and to be filled in before the ceremony.

**MARRIAGE**

Contact the Chaplain or secretary at least one month before. If both parties are Catholics, notice should be given at least two months in advance to give time for the necessary instructions in accordance with Church Law.

**NURSERY**

Children may bring their toys. Children under 5 years of age and under 12 years of age may attend Chapel Nursery every Sunday at 10 a.m. in the Chapel.

**SUNDAY SCHOOL**

Sunday School will re-open on September 1 to 9 on Sunday at 10 a.m.

**SENIOR CHOIR**

Senior Choir practice re-starts on Sunday at 7:30 p.m. under the direction of Rod MacInn.

God gave you a mind and take a very active part in Divine Worship is a privilege. We need all the help we can get—male and female. Come on Thursday.



**Personality**

is always themselves, the validity command it. Holo

cause it illustrates rather than first the words "between the letters are I". We call this the "garb" of kindness. Now look at the connections in this known as the "arc" who is difficult to know (this one) it can mean previously mentioned, and how these connections bring sympathy, affection and even temper and wit. She is methodical (a tendency to boredom in the lines.) She has maintained in her views. She maintains an inner wall being more self-contained and quietly thoughtful about of beauty, and strength.

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rather difficult to let you are rather fickle. Most often you are and optimistic, friendly, moderate, but your mood changes and so also yours. You can be very cooperative but also when you want can be tactful or evasive, ambitious, but dislike being; intelligent, logical when you wish, hasty and therefore often impatient. You are company and like to have above all you have use of fair play.



## Chapel News

### ROMAN CATHOLIC CHAPEL

**Chaplains**  
 Rev. V. Villeneuve—TCHQ.  
 Rev. G. E. Grant—Local 272.

**Secretary**  
 D. Schoen — Local 272.

**MASSES**  
 Mondays—9:00 a.m. and 11:00 a.m.  
 Wednesdays—4:40 p.m.  
 Fridays—4:40 p.m. and 8:30 p.m.

**CONFESSIONS**  
 Before every Mass. During both Masses on Sunday. Every Saturday from 7 to 8 p.m.  
 Other times—by appointment.

**NOTE:** If there is no priest in the Confessional, ring "Confession"

**BAPTISM**  
 Usually on Sunday afternoon. If this is inconvenient, another day of the week may be chosen. Telephone the Chaplain's secretary during working hours to arrange the date and the hour. This will make it possible for the papers and certificates to be filled in beforehand.

**MARRIAGE**  
 Contact the Chaplain or his secretary at least one month beforehand if both parties are Catholics. In the case of a prospective mixed marriage, notice should be given at least two months in advance in order to give time for the couple to follow the instructions required by Church Law.

**NURSERY**  
 Parents may bring their children, 2 to 5 years of age and under, to the Chapel Nursery every Sunday from 9 a.m. in the Chapel rooms.

**SUNDAY SCHOOL**  
 Sunday School will resume for Grades 1 to 9 on Sunday the 27th of September.

**SENIOR CHOIR**  
 Senior Choir practice resumes on Thursday at 7:30 p.m. under the direction of Rod MacInnis. To use the voice God gave you to glorify Him and take a very active part in Divine Worship is a distinct privilege. We need all the help we can get—male and female, so please come on Thursday evening.

### PROTESTANT CHAPEL

**Chaplains**  
 S/L Rev. C. H. White—837-3832.  
 F/L Rev. I. Raeburn-Gibson—832-1525

**Secretary**  
 Mrs. A. F. Pengelly — Local 417.

**SUNDAY WORSHIP**  
 9:00 a.m.—Holy Communion (Anglican Rite).  
 11:00 a.m.—Divine Worship Holy Communion (Presbyterian Rite).

**SUNDAY SCHOOL**  
 (Bldg. No. 17—commencing 27th Sept.)  
 9:45 a.m.—Primary and Junior—Ages 6-11 Grades 1-6  
 11:00 a.m.—Kindergarten—Ages 4 and 5 Grades—Pre-school

**YOUNG PEOPLE'S PROGRAMME**  
 Junior—Ages 12 and 13—Grades 7 and 8. Sunday—8:45 a.m.  
 Intermediates—Ages 14 and 15—Grades 9 and 10. Sunday—6 p.m.  
 Seniors—Ages 16 and over—Grade 11 and up. Sunday—7:30 P.M.  
 (NOTE the change in time.)

**BUS TRANSPORTATION FOR SUNDAY SCHOOL**  
 (Commencing Sun., 27 Sept.)

**Primary and Juniors**  
 North Stop (Guard House)—Departs—9:30 a.m. Returns—10:50 a.m.  
 South Stop—Departs—9:35 a.m. Returns—10:55 a.m.

**Kindergarten**  
 North Stop (Guard House)—Departs—10:50 a.m. Returns—12:10 p.m.  
 South Stop—Departs—10:55 a.m. Returns—12:15 p.m.

## THE PADRE'S PORTION

By PADRE C. H. WHITE

Because they are one of the smallest "Sections" on the Station, it may not be generally known how the Chaplains occupy their time. There are some who facetiously envy those who "only work on Sunday." We hasten to assure them that there is more than Sunday Services to attend.

For example, during a two-month period this summer there were twelve marriages solemnized in Chapel (P). Counting time spent in interviews, documentation, ceremony and attendance at receptions, it would be fair to estimate that the officiating Chaplain spent five hours per wedding. Many of these hours are not from Monday to Friday between 8 to 4:30.

Similar examples could be cited to indicate the time involved in Baptisms, Confirmations and Funerals.

Why are we writing on this subject?

It is because we occasionally hear that we are not seen among the men on the hangar line as frequently as some would like. And some wives have mentioned that we don't visit in Married Quarters enough. Such comments are not news to us. We only wish that we were a larger section so that we could do more visiting.

For the present here is our plan. We hope soon to have an office in 16 Hangar so that we will be able to meet the men at their work and during the coffee breaks. We hope to visit first those in Married Quarters who are recent arrivals, then those who are attending the Chapel services, or have dependents in the Sunday School or Young Peoples' Groups.

On the weekly bulletin at Chapel there is a space where members of the congregation can write their names and addresses. If these are given to the ushers the Chaplains will follow with a call.

This is a large Station and the individual person or family may appear to be neglected or forgotten in the crowd. We are concerned that you understand our position, and that we value you as a person, as a child of God. A good shepherd will know his sheep. We do our best as priests and preachers. You will be helping us if you invite us to visit you as your Pastor.

**A daily Prayer:**  
 "God grant me the serenity to accept the things I cannot change; Courage to change the things I can; and wisdom to know the difference."

PADRE WHITE  
 Chap. (P)

## PMQ ELECTIONS

Elections for PMQ councillors will be held on 21 Sep '64. Ballots, voting instructions and a list of eligible candidates for each ward will be distributed to all PMQs, MDPs and rental units on the evening of 21 Sep '64. All residents are requested to mark their ballots and have them ready for pickup on the evening of 22 Sep '64.

## PRE-SCHOOL COURSE FOR CRIPPLED CHILDREN

Some special attention for every child enrolled was included in the new service provided this summer in the Pre-school Centre. The program, in operation from July 14 to August 20, served some 45 children and their parents. One group was especially for pre-school deaf children from rural Manitoba. A. H. Hoole, director the children's program, Society for Crippled Children and Adults of Manitoba, sums up the services as "A most rewarding and successful venture."

Children enrolling for the course were divided into four groups. First was the Just for Fun group, "graduates as it were from the Pre-school Centre and ready for enrollment in special schools this September." The program for the group was recreational in nature, serving as a method of orientation and providing the children with a measure of the experience they must face in a wider community. Twelve children enjoyed the Just for Fun program.

The second group was made up of pre-school deaf children from rural areas with their mothers as key members. The program here was a short intensive training course.

Children from nine families were enrolled, each child accompanied by his mother. Mothers and children lived in Winnipeg during the course. A follow-up has been arranged for this group. A Society staff member will visit the families periodically this winter and spring to render further assistance in the training of deaf children.

The third group took in children with multiple handicaps. Procedure here was in the nature of a pre-school assessment and counselling service, including the help of occupational therapists and physiotherapists.

The fourth group included deaf children who would be eligible to enter the Pre-school Centre in September. Facilities of the Centre were extended to these children in May and they continued to come each week until the end of August. Staff members became acquainted with the possibilities of the children and were able to suggest plans for a program that would most adequately meet their needs. There were 12 children in the group.

Mr. Hoole said much credit was due to the Pre-school Centre staff and the parents of the children for the success of the course. The venture was new, he pointed out, and called for a great deal of extra effort on the part of the staff. Parents recognized the value of the course to their children and were most co-operative and helpful.

### PROTESTANT CHAPEL CHURCH SCHOOL REGISTRATION FORM

Parent's Name in Full .....

Child's Name ..... Birth Date.....

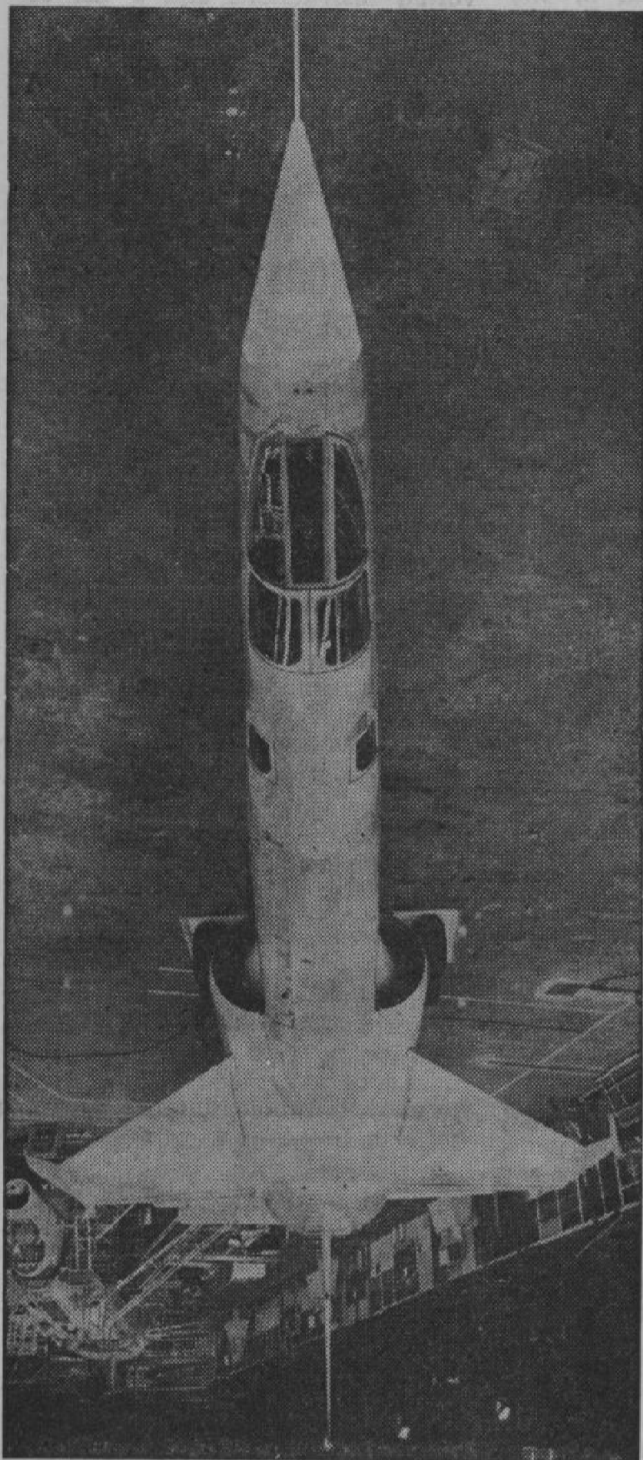
Address ..... Phone.....

School Grade.....

(Please use one Registration form or facsimile for each child. Return to the Chapel not later than Sunday, 20 Sept.)

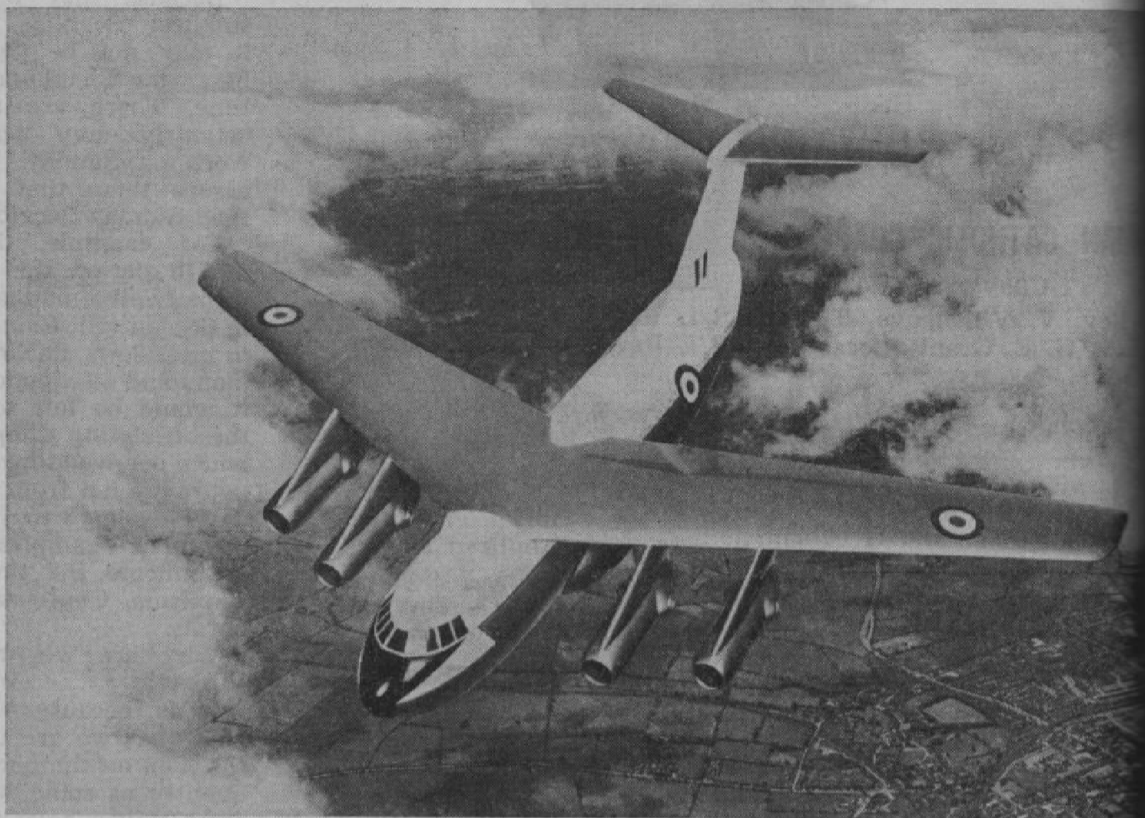


# GLIMPSES OF FARNBOROUGH AIR SHOW



**TSR-2 DISPLAYED AT FARNBOROUGH SHOW**—A special display covering the development and manufacture of the TSR-2 strike reconnaissance aircraft in the static exhibition at Farnborough. TSR-2 can fly attack or reconnaissance sorties at speeds of around Mach 1.0 at little more than ground level to penetrate enemy radar defences. It can also fly at more than twice the speed of sound at very high altitudes.

Specially developed equipment enables it to deliver with accuracy both conventional and nuclear weapons. The TSR-2 is powered by the Bristol Siddley Olympus 22R turbojet engine, a civil derivative of which will be used in the Anglo-French supersonic airliner, Concorde.

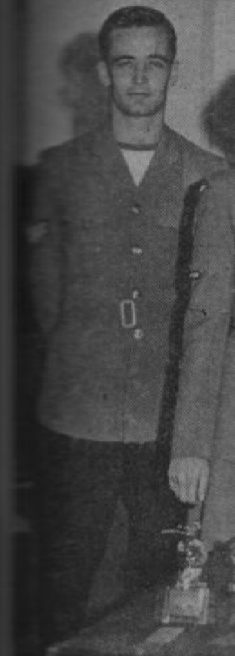


**BRISTOL STOL** — A model of Britain's new H.S. 681 short take off and landing aircraft, now under development, was on view in the exhibition section of the Society of British Aircraft Constructors Air Show held at Farnborough, England last week. The 681 has been planned as a replacement for the British Royal Air Force's fleet of Beverley and Hastings transports.

A high wing aircraft, the 681 will have four jet engines mounted on pods below the wings, vectored thrust from these engines, together with high lift on the wing generated by the latest aerodynamic techniques will enable it to take off and land over very short distances. A large freight hold has been designed to take the majority of current and projected army vehicles and equipment. It can also be adapted for passenger carrying, casualty evacuation and paratroop dropping roles.



**NEW BUCCANEER** — A new version of the Buccaneer, the S2 in the flying programme at Farnborough. Powered by 2 Rolls-Royce Spey jets, the S2 is in full production for the British Royal Air Force. It has been designed as a high speed, low level strike aircraft capable of operating day or night, with conventional or nuclear weapons.



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Stations Sennette... CACF Swim Mara... second year i... men's and ladies... overall standings... Stn. Senneterre... 17,824.8... 11,440.80 mile... placed 12th in the... stations participati...

Some of the In... the men's we... with Stn. Sennete... Meyer swimming... of 115,050 yards... miles, and LAC... the longest continu... 20 mil... Winnipeg placed 7... gate standing an... placed 6th in the... swim.

In the ladies'... should we say pool... placed their mark... for the second c... with a total swim... than miles, Stn. B... and with 14,088 an... and with 7,970.16... in the individual... E. McGregor of M... 12,180 yard... LAW E. Quantz pla... 6,250 yards and LA... the Peg with 6,250... The Marathon r... verably higher

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## MARATHON SWIM AWARDS



Award winners of the Station Marathon Swim. Left to Right: Cpl. Rensett, LAW Mycock, LAC Armstrong, WO2 Savage, Cpl. Brian, and Cpl. Sullivan. Missing from photo — LAW Faught, Cpl. Waldie, LAC Laberge and LAW Boles.

Stations Senneterre and Bagotville placed their names on the CAF Swim Marathon trophies for the second year in a row in the men's and ladies' divisions. The overall standings in the men's — Stn. Senneterre swimming 28,397.5 miles (marathon miles), Stn. Moosonee 17,824.8 miles, Cardinia 12,274.08 miles, Stn. Foymount 11,569.59 and fifth was Stn. Holberg with 11,440.80 miles. Stn. Winnipeg placed 12th in the standings of 19 stations participating in the marathon.

Some of the Individual awards in the men's were outstanding, with Stn. Senneterre's S/L R. C. Meyer swimming an actual total of 115,050 yards or approx 65.0 miles, and LAC Hamelin taking the longest continuous swim of 35,210 yards or 20 miles. Cpl. Brian of Winnipeg placed 7th in the aggregate standing and Cpl. Kensett placed 6th in the longest continuous swim.

In the ladies' department, or should we say pool, Stn. Bagotville placed their mark on the trophy for the second consecutive year with a total swim of 19,800 marathon miles, Stn. Borden placed second with 14,088 and Stn. Winnipeg third with 7,970.16 marathon miles. In the individual awards, Cpl. A. M. McGregor of Bagotville swam 37,500 yards or approx. 38 miles in the aggregate swim and LAW Mycock of Stn. Winnipeg placed second with 37,750 yards or approx. 22 miles. In the longest continuous swim, LAW M. Simonds of Borden swam 12,180 yards or 6.9 miles, LAW E. Quantz placed second with 6,500 yards and LAW C. Faught of the Peg with 6,250 yards.

The Marathon results were considerably higher than previous

years, and the present trend could sense some excellent records in future years. Congratulations to all participants.

The Station winners were: Cpl. Brian, Aggregate trophy with 65,650 yards; Cpl. Kensett, longest continuous with 20,000 yards; the hidden medal awards won by LAC Laberge of MSE, Cpl. Sullivan of TACord and LAC Armstrong of Transient servicing. The ladies saw LAW Mycock take the Aggregate trophy, and LAW Faught the longest continuous with 37,750 and 6,250 yards respectively. Hidden medal awards were won by WO Savage of Dental Clinic, LAW Boles of Dental and Cpl. R. Waldie of STSO.

The Inter-section trophy based on section participating percentage wise placed the Dental Clinic in first place with a 11.2 percent average, Nuclear Defence and the Education placed second just one percent off the race with 11.1. SOPA and Voxair placed third with 8.3 percent. In actual fact, the challenge issued by the Rec Centre, not eligible for the trophy, was not met by any of the station sections. The Rec Centre percentage was 38.1.

"God gave us our memories," wrote James Barrie, the Scottish novelist and dramatist, "so that we might have roses in December."

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## STATION SPORTS

### Swimming Class Registration

Owing to the high influx of applications for swimming lessons, no further registrations will be received until approx. December when further classes will be started. Presently, there are approx. 500 youngsters registered for classes and 60 to 70 adults for the evening classes.

### Skating Rink Out of Bounds

The skating rink area is OUT OF BOUNDS to all dependents. Parents are urged to impress upon their youngsters to stay away from this area.

### Mixed Bowling League

The first meeting of the Stn. Mixed Bowling League will be held in the Rec Centre Gym on Sunday, 1:30 p.m., 20 Sept. This is an organizational meeting, and it is hoped to be able to organize the league as soon as possible. All personnel and dependents wishing to enter a team or to participate in the league are requested to be at the meeting.

If you cannot attend and wish to leave your name for a team or league spare, please contact Cpl. Schilds, 511, 20 Sep., 1330 hours, gym floor.

### Junior Bowling

There will be an organizational meeting in the Station Bowling Alley at 1:30 p.m. on Saturday the 19th Sept. for all dependents wishing to bowl.

### Flag Football In Force

The Stn. Flag Football League is in full force now with four teams geared to blocking, running, passing and scoring the familiar touchdowns we see and hear on TV, radio, etc. The only difference is, the tackling is limited to taking a flag or flags, two per person, from the belt of the opponent.

So far, the league got off to a shaky start with the Officer cadets having to default their first in-counter with the Cpls., but this was

a scheduling error by the counterparts, and they likely won't miss any more. So far, the Officers have shown the superior strength of last year's championships, by chalking up two wins and no losses. They turned aside the Airmen's team 29 to 6, and downed the Cpls. 19 to 6. Cpls. won over O/C by default.

The following are scheduled games for the league: 14 Sep.—Officers and Cadets, 15 Sep.—Airmen vs. Cpls., 16 Sep.—Airmen vs. Officers, 17 Sep.—Cpls. vs. Cadets, 21 Sep.—Officers vs. Cpls, 22 Sep.—Cadets vs. Airmen, 23 Sep.—Officers vs. Cadets, 24 Sep.—Cpls. vs. Airmen, 28 Sep.—Cadets vs. Airmen.

All games start at 5:30, although they may be set ahead to 5 p.m. if darkness sets in too soon. Let's see a good turnout for these games. Support your team by playing and bring a spectator.

### Soccer Hosts Penhold

The Station Soccer team hosted the 1963 Peakes trophy champions, RCAF Penhold, on Saturday morning. The Penhold team have been readying for the Zone play-downs and journeyed to Winnipeg for an exhibition series. Stn. Winnipeg outplayed the visitors but couldn't outscore them as they fought to a one-all tie.

The hometowners parked the first goal in the first half of play with a quick kick by Roger Latourneau at about the ten-minute mark. Penhold vaulted back with only minutes to spare in the first half with the tying goal.

Winnipeg missed numerous opportunities throughout the game to break the tie, but just didn't have the target in range.

By the time this is in print, the Station team will have played RCAF Beausejour for the right to represent Zone 3 in the Peakes trophy finals at Camp Gagetown, N.B. on the 8th, 9th and 10th of October. The best of luck to our boys, and let's hope they will be representing the prairies and Winnipeg in the finals.

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## 111 KU Pilot Graduates From Flying Boat School Course



First graduates of the RCAF's 'Boat School' at RCAF Station Comox, B.C., are, left to right, Flying Officer Robin Barnes (111 KU) of Victoria, B.C., Flt. Lt. Tom Gloister of Prince Albert, Sask., Sqn. Ldr. Russ Roane of Vancouver, and Flt. Lt. Jim Giles of St. John's, Newfld.

Sept. 1—On Friday, the RCAF's only flying boat school graduated its first students since it was relocated at Station Comox on Vancouver Island.

The four pilots completing the seven-week, 1st Officer's Course are: *Flying Officer Robin Barnes*, 23, of Victoria, B.C., the first student to come to the school directly from flying training, who will be serving with 111 Search and Rescue Unit at Winnipeg after graduation; Flight Lieutenant Tom Gloister, 42, of Prince Albert, Sask., who has been transferred from the maritime patrol Neptune squadron at Comox and will now be flying with 121 Search and Rescue Unit at Comox; Squadron Leader Russ Roane, 37, of Vancouver, who goes to Station Greenwood, N.S., to become the officer commanding 103 Search and Rescue Unit there; and Flight Lieutenant Jim Giles, 33, of St. John's, Newfld., who has been the public relations officer with the Golden Hawks air display team for past three years and will now serve with 102 Search and Rescue Unit at Trenton, Ont.

The RCAF "Boat School" provides three different courses for Albatross aircrews; an initial pilot's course for 1st officers, an advanced pilot's course for Albatross captains, and a flight technicians' course to train airmen for flight engineer duties on the Albatross amphibian.

All the courses last seven weeks. The initial course provides familiarization training and concentrates on land-based operation instruction, with only 18 flying hours devoted to water work. The advanced course, which pilots take within one year of graduation from the initial course, places most emphasis on aircraft handling from water surfaces.

The majority opinion of pilots who have been trained to operate flying boats is that they prefer this type of aircraft to conventional land-based airplanes, because "Every flight is different; there are no runways, control towers, or other aids that can make flying a routine operation. Each situation calls on the pilot to exercise his judgment of water and wind conditions, making every landing and take-off a fresh challenge."

The RCAF's flying boat school began training pilots on the Canso flying boats at Vancouver in 1947. In 1959 it was relocated at Trenton, Ont., then returned to Vancouver in 1962. With the closing of Station Vancouver the school moved to Comox in mid-July, 1964.

Since April 1963, when the first Albatross training began at Vancouver, 26 pilots have been trained on the school's two Albatross aircraft, 12 in 1963 and, with this current graduation, 14 in 1964.

## Application Form For Ladies Curling

NAME ..... Husband's Initial .....

ADDRESS .....

TELEPHONE No. ....

Number of Years Curling ..... Position Played .....

Please leave applications at one of the following addresses before October 5th:

Mrs. Lord, 42 Braintree Cres.  
Mrs. McVeigh, 448 Sharpe Blvd.

Mrs. Magura, 18 Paisley Place  
Mrs. Skinner, 101E MDP

### LADIES CURLING

A general meeting of the Ladies' Curling Club will meet at the RINK, October 8th at 8:30 p.m.

For new members that may be interested, the ladies curl Tuesday and Thursday afternoons at 1:15 p.m. Coffee is served following the games for anyone wishing to stay. A baby sitter is also available at the rink.

The fees for curling are as follows: \$5.00 for club membership; \$1.25 for affiliation fee for the M.L.C.A. (Manitoba Ladies Curling Association); and \$3.00 for the Ladies' Curling Club. Bonus fees are approximately \$2.00 and will be discussed at the general meeting.

These fees, \$9.25, are to be paid by November 1st and may also be paid at the general meeting.

Please fill out the application form promptly—deadline is October 5th.

### SHARK SWIM CLUB

The Station swimming team will resume its activities for the 1964-65 season. Boys and girls 8 years of age and over desiring to be members of the Sharks Swim Club are requested to register at the following time and place (bring bathing suits):

DATE—Saturday, 28 Sept., 1964.

TIME—1800 hours to 1900 hours.

PLACE—Station Swimming Pool.

A registration fee of \$1.00 is required for the amateur card (Canadian Amateur Swimming Association—Manitoba Branch). Experience is not necessary, only willingness to learn, work, and attend all practices.

As parental help is required for the operation of this club, interested parents are asked to contact F/L J. J. Stangroom, local 626, or VE 2-5151.

### RIFLE CLUB

On Saturday and Sunday at the Dundern Saskatchewan Army Camp ranges, 48 of the best shooters from Manitoba, Saskatchewan and Alberta gathered to compete in the annual tri-Province matches.

F/L Jmaeff, Cpl. Smyth, Cpl. Chaston and LAC Mills of the Station Rifle Association competed at these matches. Cpl. Chaston was the big winner of the meet, winning the Grand Aggregate trophy and also the 15-shot, 600-yard match with a score of 75 out of a possible 75 (good shooting Jake). Chaston also tied for second place in Sunday's aggregate and fourth in Saturday's aggregate.

The shooting throughout the whole match was exceptionally high with some scores of 49 out of 50 being counted out of the first six positions at 500 yards, to cite an example.

F/L Jmaeff did not win any trophies, but he placed in the top five positions on several of the matches. Cpl. Smyth and LAC Mills were about average, and placed midway in the standings.

On team shooting, the Station fared very well, winning two of the three unit Rifle Association team trophies. The D.G.R.M.A. trophy which is based on the grand aggregate, and the Huntley-Baker trophy, based on the aggregate of the 600 and 900-yard matches were brought back with them.

A reminder to all indoor shooters. The club is now open on Tuesday and Thursday evenings from 1900 until 2200 hours. We hope to see you out. There is one more outdoor competition this season to be held on Sunday, Sept. 20, at St. Charles. Let's have as many of the outdoor shooters as possible at this one. Don't forget the competition on Saturday, Sept. 19, at St. Charles. A tune-up for the next day.

## FLIGHT

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#### "A BIRD'S EYE FLYING WING"

Arrivals: We have arrivals lately but the PRQ grads due in on October.

Departures: Two Senior Flying Wing pilots going to the Maritime on 17th of September. I and Ed Quinlan had Party last Friday. FLarry to see these pe F/L Gord Johnst weekend for Hube Flight Safety Course. back about the 16th.

Bits 'n pieces: I to the C-119 that force Vivian about a week ago. Must say the crew did a good job of it. If the about a mile shorter have been right in the Hutterite colony. Tied the crew of the ai as the Security Guard stand from Ram Bro have asked for a photo craft to place in their that it is being prepared crew of the 408 Sqn Hutterites deserve a s DONE and Thanks.

Flying Wing is a obtain a refrigerator Room. We had one de hangar, but could not stairs, so we're waiting or one.

Well the AOC's over for another ye jump out of the AOC into the CFS fire. T be back to normal (2 of weeks.

I had the pleasure of National Aviation M. Highlands Terminal. weekend. If you're in have a couple of h the display is well it's free too. They ha that was donated th glass case in front of

Shut down: That week, till next time,

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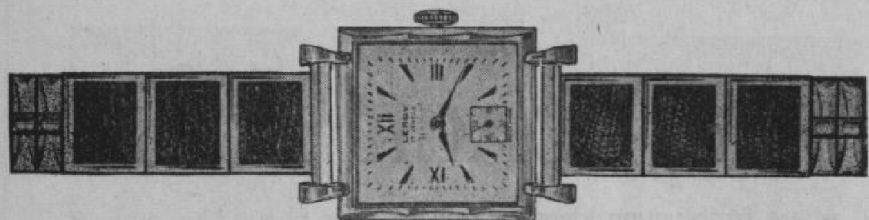
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### Curling

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### CLUB

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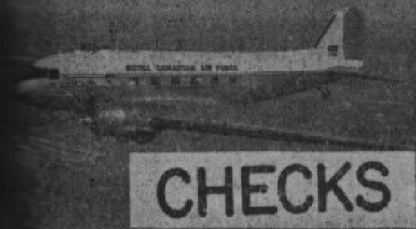
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## FLIGHT



### CHECKS

#### A BIRD'S EYE VIEW OF FLYING WING

**Arrivals:** We haven't had any arrivals lately but there are nine ERQ grads due in on the 23rd of October.

**Departures:** Two of the more senior Flying Wing people will be going to the Maritime OTU on the 23rd of September. Leo Salminen and Ed Quinlan had their Mug Party last Friday. Flying Wing is busy to see these people leaving. F/L Gord Johnston left this weekend for Hubert and the Flight Safety Course. Gord should be back about the 16th of October.

**Bits 'n pieces:** I took a look at the C-119 that force landed near Wivian about a week and a half ago. Must say the crew did a very good job of it. If they had landed about a mile shorter, they would have been right in the middle of a Hutterite colony. The Hutterites fed the crew of the aircraft as well as the Security Guards. I understand from Ram Brown that they have asked for a photo of the aircraft to place in their archives, and that it is being prepared. Both the crew of the 408 Sqn C-119 and the Hutterites deserve a sincere WELL DONE and Thanks.

Flying Wing is attempting to obtain a refrigerator for the Crew Room. We had one delivered to the hangar, but could not get it up the stairs, so we're waiting for a smaller one.

Well the AOC's inspection is over for another year. Now we jump out of the AOC's frying pan into the CFS fire. Things should be back to normal (?) in a couple of weeks.

I had the pleasure of visiting the National Aviation Museum in the Eplands Terminal Building last weekend. If you're in Ottawa and have a couple of hours to spare, the display is well worth seeing. It's free too. They had the Spitfire that was donated this year in a glass case in front of the terminal.

**Shut down:** That's it for this week, till next time,

Cheers,  
The Goony Bird

## COAST TO COAST COMMUTING

The day is coming when a businessman living in New York may no longer leave his breakfast table to go "down" or "in" to the office. There is apt to be another directional adverb—"out."

Out west, that is, like to Los Angeles—for a full half-day of conferences.

And he would be back home in time for dinner.

Spoofing? Not a bit.

J. F. McBrearty, vice-president and general manager of Lockheed-California Company's supersonic transport program, today said the future 2000-m.p.h. airliner—able to cross the country in just two hours—can make daily coast-to-coast commuting a reality.

Lockheed-California has drawn upon a decade of manufacturing and flight experience with F-104 aircraft flying at more than twice the speed of sound and U-2s flying at 70,000 feet and higher to propose an advanced double-delta fixed wing design for America's supersonic transport.

Projected utilization figures for the SST show one aircraft could readily make six transcontinental flights each day, McBrearty reported.

This schedule would allow for one hour turn-around and servicing between each flight, and a seven hour overnight stop back at the originating terminus.

For example: an SST departing New York at 8 a.m. (that's the one the businessman could catch for his west coast morning office appointments) would arrive in Los Angeles at 7 a.m.—allowing for the three hour time difference between coasts and a two-hour flight.

Leaving Los Angeles at 8 a.m., the aircraft would arrive back in New York at 1 p.m.

Next east coast departure, 2 p.m., west coast arrival, 1 p.m.

The businessman from New York would catch the next flight out of Los Angeles, at 2 p.m., landing on the east coast at 7 p.m., in time for dinner.

Out again at 8 p.m., the SST would land in California at 7 p.m.

Last flight of the day would leave Los Angeles at 8 p.m. and arrive on the east coast at 1 a.m.

After a seven hour layover, at 8 a.m. the "SST commuters special" would begin another six-trips-a-day schedule.

So, come the 1970s, when the eastern businessman says he's going "out" to the office for the day—chances are good he'll mean "out west," via a supersonic airliner.

## WAR AGAINST U BOATS

An heroic chapter in Canada's naval history forms the background for Convoy, the first drama to be seen on CBC-TV's The Serial this season.

Convoy recalls the Battle of the Atlantic, when Hitler's relentless U-boats roamed the seas spreading death and destruction, threatening the whole Allied war effort. It tells the story of one little ship that stood against the subs to get the precious convoys through.

Written by Joseph Schull, official historian of our navy in the Second World War, and produced by Battle of the Atlantic veteran Ronald Weyman, the five-episode drama will be seen each Thursday at 8:30 p.m. starting October 1 on CBC-TV.

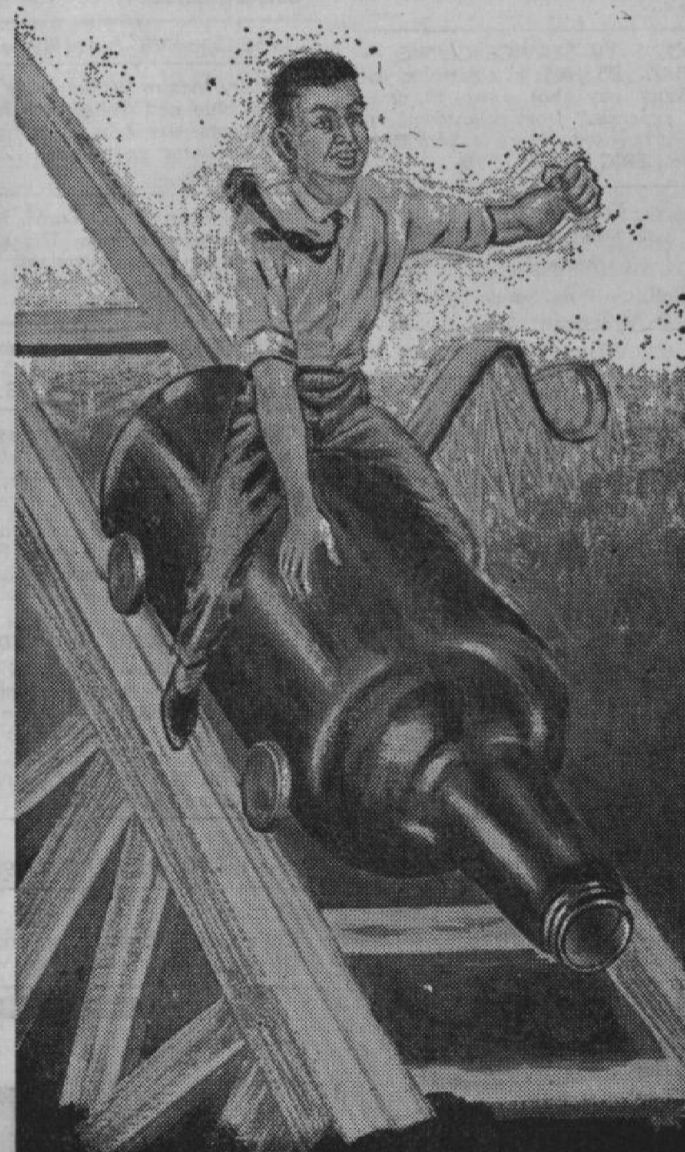
Bill Nagy stars as Lieutenant-Commander Carter, skipper of the corvette Tamarac, a battered campaigner of merchant convoy runs.

In the first episode, Carter loses his best friend and second-in-command, when Tamarac is attacked by a U-boat during a rescue operation. As submarine U-129 machine-guns men in the water, Carter watches in horror as his fellow officer falls over the side. But the orders say Carter's first responsibility is sub-killing. Leaving dead and dying men in the water, he breaks off the rescue.

The crew calls it murder. The skipper says that's war. And, like Captain Ahab, he sets out to get his Moby Dick—U-boat 129.

Producer Weyman and writer Schull had long wanted to tell a story of Canada's sub-chasers; but it wasn't until The Serial came along that they got their chance. Using a mixture of video-taped studio scenes—authentic ship sets were constructed in Toronto's giant Studio 7—and authentic wartime film material, Weyman has produced, as he says, "the equivalent of a 2½-hour feature film."

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All ads of a commercial nature will be 13c per agate line (4c per word). Minimum charge 50c.

All ads must be paid in advance.

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

Address all ads to:

EDITOR  
VOXAIR  
RCAF Stn. Winnipeg, Westwin, Man.

### ALCOHOLICS ANONYMOUS

Did you know that there is an AA group in this unit? If you have a drinking problem and wish to do something about it, AA can be contacted at WH 2-1462 or 888-9401 or 837-1038.

### AL-NON FAMILY GROUPS

If you are living with an alcoholic Al-Anon can help. For information contact your chaplain or the Alcoholism Foundation of Manitoba, Phone GLOBE 3-1044.

### SERVICES

#### Midwest Electronic Services Sales, Service, Installation

Call SP 2-2725 for your TV, radio, hi-fi servicing problems and antennae installations or call—Bert, VE 7-2326; Phil—VE 2-0432.

**SHERWOOD'S TV SERVICE CLINIC** — MDPR 104A. 25 years in electronic servicing. Why pay that extra to cover "running expenses" from downtown? For government licensed service on your doorstep — call ERIC at 837-1275.

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North American Van Lines  
WH 3-0567

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3-speed English bicycle — boy's. Many extras. Good condition. Hockey game—good condition. 837-2833.

1955 Chev. Bel-Air Sedan — 2-tone, good body — clean. VE 2-3164.

R.C.A. Victor Pianorgan (Model 111). 6 OBass Chords and instruction booklet. \$70.00. VE 7-4320.

Young man's Timex watch, complete with expansion bracelet — \$10.00. VE 2-3403.

1957 Consul Sedan. Radio — 7 tires — two-tone, good condition. Sacrifice — \$350.00. Terms. VE 7-9229, F/L Meindl.

### GOT A FREEZER?

4 prime beef ready for slaughter: Cutting, wrapping, freezing and delivered, 50c lb., dressed weight. VE 7-1834.

1 double bed spring with folding legs, \$10.00; 2 double bed mattresses, each \$10.00; 1 heat wave four-burner electric stove \$40.00; 1 Philco Fridge, \$60.00; 1 Combination TV, radio, record player, \$150.00. VE 2-4891, S/L Keating, 429 Moorgate.

Travelaire Room Cooler as new model 1061, cost \$139.00. Sell for \$100.00, or best offer. Model aircraft engines, gas tanks, wheels, etc. Tri-Pacer control line 44-inch model complete. G.E. Dry Pressing Iron. Recorder tapes. Camping equipment — car spot light, hand type. Motor car repair manual 1953. WAHL Electric hair clippers. Best offer. 837-4596.

Lovely gifts free, hold a studio girl cosmetic party. Professional make-up film shown. 775-2676.

1 Boy's Tweed Sports Jacket, size 14, like new; 1 Boy's Suede Windbreaker, size 14; 1 Mary Maxim Sweater, size 12 to 14, like new; 1 Girl's Orlon Pile Jacket, colour green, size 14, good condition. 1 Man's Marlborough Felt Hat, size 7, worn only 4 times. 775-3776 — 456 Conway.

One adjustable car top carrier in excellent condition, \$8.00; one 750x14 tube, in new condition, \$1.00; 62 Braintree Cres., Phone 832-1541.

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Volkswagen Bus, 25,000 miles, \$800.00; Travel Trailer, equipped, 11 ft., \$550.00; Utility Trailer frame and springs, \$12.00; Portable TV Viking, \$70.00; Portable Washing Machine, \$22.00; Ladies' Golf Clubs and Bag, \$25.00; Plywood Duck Boat, \$35.00; 12-gauge shotgun shells, \$2.25 box; Americana Encyclopedia and glass door case, \$100.00; Coleman Camp Stove, \$8.00; Coleman Gas Iron, \$5.00; 3 Tires and Wheels, Morris Minor, \$26.00; Large Volkswagen roof rack, \$9.00; 2 Snow Tires and Wheels for Falcon Car, \$25.00; Binoculars, new, 8x30, \$14.00; Portable Tape Recorder, \$20.00; Croquet, \$3.00; Clothes Hamper, \$2.00; 1/2" Pipe Die Vice and Stand, \$15.00; Health Kit Power Converter, (changes 12 volts to 110 A.C.), \$35.00; Dynamotor, changes 12 volts to 115 volts, 400 cycles, \$8.00; Auto Bumper Jack, Trypod, \$7.00; Auto Tow Bar, \$45.00; Electric Heater, \$2.50; Small 6-volt Car Radio, \$15.00; Heath Kit Multiplier, \$12.00; Eica 324 Signal Generator, new, \$30.00; Men's Golf Shoes, size 7, \$3.00; Odd Golf Clubs, Woods, \$3.00 up; Men's Golf Shoes, size 11, \$5.00; G.E. Steam Iron, \$6.50. Phone 832-0601.

1956 Chev. V8, Auto. Phone GL 3-5914.

1 Mary Maxim Sweater, size 12, pullover royal blue and white, with hood. 1 pair skii boots, size 7, girl's or boy's. 1 girl's black winter coat, size 12-14. Phone SP 2-3778.

1960 Falcon Auto. Trans., good shape, \$850. Baby carriage, TV, 17" portable. Two cribs and mattresses; high chair; playpen; fridge. Transferred Overseas. Phone 774-5368.

Officer's Uniforms, No. 6 and No. 5, to fit person 5' 6" and 155 lbs. Good condition. Phone 832-6223.

One large crib and mattress, good condition, \$8.00. Phone VE 7-1442.

### FOR RENT

Sublet—Olive Street, occupancy Nov. 1 —2 bedrm. modern apt. Free laundry and parking. Phone 832-6312.

### SERVICES

#### CURLERS WANTED

Am new in Winnipeg, know few curlers, and would like to skip a team in regular league and outside bonspiels. Am an average skip — ten years experience. Want to join with a third, second and lead with two or more years experience in position. 837-7309.

### FOUND

One bicycle, Phone VE 7-2955.

### LOST

Child's red wagon, lost on Bourkwood Drive. Finder please phone VE 7-1442.

## THEATRE ENTERTAINMENT

Monday to Saturday inclusive... 1 show at 1900 HRS.  
Saturday Matinee ..... 2 shows at 1300—1500 HRS.  
Sunday Matinee ..... 1 show at 1400 HRS.  
Sunday Night ..... 2 shows at 1900—2100 HRS.

FRIDAY 18 SEPTEMBER  
FRANKENSTEIN 1970

Adult

SATURDAY 19 SEPTEMBER

Matinee

ALL CARTOONS

General

SATURDAY 19 SEPTEMBER

Evening

AL CAPONE

Adult

SUNDAY 20 SEPTEMBER

MONDAY 21 SEPTEMBER

MUTINY ON THE BOUNTY

General

TUESDAY 22 SEPTEMBER  
JUNGLE FIGHTERS

Adult

WEDNESDAY 23 SEPT.

TWO WOMEN

Adult Restricted

THURSDAY 24 SEPTEMBER

CARRY ON ADMIRAL

General

FRIDAY 25 SEPTEMBER

RING-A-DING RHYTHM

General

Mutiny on the Bounty will be shown at the following times: Sunday 1400 hrs. and 1930 hrs., Monday 1930 hrs.

## 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. — Saturday—Library closed.

Stn. Library would like to thank Mrs. A. Heal and Miss J. Peckitt for donation of books.

### NEW BOOKS

*The Grudge* —Bert Hitchen  
*Uneasy Lies the Dead* —M. E. Chaber  
*The Carib Sands* —Terence Kelly  
*The O'B's* —Virginia F. Mercer  
*My Years with General Motors* —A. P. Sloan  
*A Million Pesos* —Pepe Romero

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