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Volume 8 No. 2

VOYAIR



An Airforce Newsmagazine



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AN AIRFORCE NEWSMAGAZINE

VOLUME 8, No. 2

FEBRUARY, 1959

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EDITORIAL CORNER

INTELLIGENT VIGILANCE

COMMENDABLE vigilance and zeal has been displayed in recent years by those concerned with the detection and suppression of immoral and "suggestive" literature, motion pictures and art. The efficiency and single-mindedness of these campaigns, although sometimes marred by pathological sensitivity and although occasionally lapsing into jingoism and demagoguery, has not always been mis-directed. For without intelligent scrutiny and screening, it is a fact that much demoralizing material would reach and undermine those of tender years or susceptibilities.

It would seem however, that in the rush to censor and purify, a somewhat lop-sided emphasis has been placed on one facet of immorality, and one alone—the sexual kind. Criticism is prompt and shrill when it concerns this subject—whether it is directed against novels with controversial themes, magazines which contain pictures of scantily-clad females, or motion pictures with suggestive scenes. At regular intervals, campaigns are launched to ban this novel or that, to clean up this magazine or the other, or to protect the public from the threat posed by some new sortie into borderline coverage. It is not our intention to question the effectiveness, or indeed the logic of thus publicizing material which would otherwise probably go unnoticed by the millions. It is rather to urge that the people who devote themselves to the work of vigilance, apply some of their energies to the inspection of other types of immoral material. We refer specifically to material of a sadistic and bloodthirsty nature.

Recently, most popular magazines have carried large and detailed photographs of executions being carried out in Cuba. In several of these, the action has been covered with loving precision and in sequence, commencing with the arrival of the condemned man ("looks worried, doesn't he?") through the instant of impact, to the final fall into the ditch ("Wow!"). Other photographs merely depicted an already-executed victim, drooping from tree to which he had been tied. Hate, fear and plenty of blood were the chief characteristics of these technically excellent photographs.

They were carried in so-called family magazines, which each week reach children by the millions. Their impact was therefore far more powerful than if they had been carried by frankly adult-slanted "sensation" magazines.

No one complained. Not a word was written, spoken or implied to suggest that these pictures be banned, or indeed that there was anything wrong in their flagrant appeal to sadistic curiosity. Evidently the sensibilities of those who worry about the moral effect of pretty but admittedly lightly-clad girls on the younger generation, are not offended by an emphasis on terror torture and death. Are we to understand that of the two evils, blood-lust is the lesser?

Let us by all means be vigilant for the sake of our youth—but let us be intelligently so.

COVER STORY

LAW Maida Lent and LAC Andy Sawler lend an Air Force motif to this winter view of Manitoba's Provincial Government Buildings. Officially opened in July 1920, and now valued at \$30,000,000, the building is rated one of the finest in North America. Lying in a 30-acre landscaped area, the building is 255 feet in height from the tip of Golden Boy's stature to the ground. Golden Boy himself is 13½ feet high and symbolizes enterprise and eternal youth. (Photo by Cpl. Don Askett)

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TUXEDO

The Cat Who Became the Mayor of Regina

Illustrated by Ernie Carrier.

By S/L NORMAN EMMETT

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ONCE upon a time there lived a cat called Tuxedo who became Mayor of Regina.

Tuxedo began life as the family cat of a Winnipeg gentleman called R. C. Perry. He was a large, husky, muscular cat. Every afternoon, between two and four, he used to beat up all the dogs in the neighborhood. Every night, between seven and nine, he would beat up all the cats. This did not leave him

unscarred. His left ear was ripped into five separate ribbons. His right ear was only half there. Somebody had bitten off the tip of his tail.

Tuxedo ruled his neighborhood with an iron paw. The people next door had a bull terrier. Tuxedo left him bullied and terrorized. The people in the next street had a champion boxer. Tuxedo knocked him out. The people in the next block had a chow.

Tuxedo ate him up.

Tuxedo had everything so well under control that it had become quite dull when he heard the news from Regina. The king of the fieldmice there was reading the paper one day. He saw that only one Canadian in eight still lives on the farm.

"Fieldmice must be up to date," he said. Without hesitation, he told seven-eighths of the fieldmice to move into Regina.

They took Regina over completely. The mice occupied the supermarkets and put up signs saying "No People Allowed." They replaced pet shop signs saying "White Mice for Sale" with signs "White People for Sale." All the women in Regina were forced to stand on chairs, screaming, all day long, while the mice laughed at them. When a diner sat down before a juicy T-bone steak, the mice would eat it up and send the T-bone back to the kitchen for a refill.

The people tried to fight back. They put out poison. The mice fed it to the people. The people set traps. The mice carried the traps away and caught people in them. The people were desperate.

A special meeting of the city council was called. The mayor and all his councillors gathered in the city hall, shivering. It was twenty-two degrees below zero, and the mice had eaten all the insulation off the heating system.

Suddenly a voice broke into the discussion. It was Tuxedo.

"I will solve the mouse problem," said he, "if you will elect me Mayor of Regina."

"Whoever heard of a cat being Mayor of Regina?" said the Mayor.

"Utter nonsense!" said the councillors.

Just then, a horde of mice flooded into the council chamber. They ate every stitch of the councillor's clothing.

"You can be Mayor! You can be Mayor!" cried the councillors, as they muffled themselves in the window-curtains.

Tuxedo put on the chain of office and bounced up to the top of the city hall. There he set up an enormous caterwauling. He howled for fifteen minutes. Every cat in a radius of 500 miles from Regina pricked up its ears.

The next day every train entering Regina was crammed with cats. Tabby cats, ginger cats, Persian cats, Siamese cats. The best mousers are mother cats with six kittens. They came in droves, leading their families.

Battles raged throughout Regina between the cats and the mice. The cats organized a field kitchen where they served roasted mice, baked mice, fricassee mice and hot mice pies. One Chinese cat specialized in sweet and sour spare ribs with fried mice. For the mice, it was a catastrophe. Before long, there were no mice left in Regina.

Tuxedo called a council meeting. Most of Regina attended.

"We can meet in mass because we will meet no mice," they said.

"We will not miss the mass of mice which used to mess and muss most of Regina. Hurrah for Tuxedo!"

"Thank you for your kind wishes," replied Tuxedo.

"However we must press on perseveringly permanently to pleasing places, thus paying off previous privations and providing possibilities for powerful purrs. Cats have not in the past enjoyed enough respect. As the poet said,

"It's tom-cat this, and tom-cat that,
And chuck him out, the brute!
But it's special trains for catkins
When the mice begin to loot."

The following by-laws will go into effect immediately. First, cats will no longer be put out for the night in future. People will be put out instead. Second, Eaton's catalogue will be called Eaton's dogalog. Third, cats will have the vote. Fourth, all people will call cats 'sir'."

The people of Regina had no choice but to obey — Tuxedo was the mayor. Besides, he had the support of the Regina Cat Municipal Police Force (RCMP for short), the Regina Council for the Advancement of Felines (RCAF for short) and the Regina Cat-Helpers Association (RCHA for short).

Regina was soon knee-deep in cats. Before long it was apparent that the cure was worse than the disease. However, since cats had the vote, the people would never be able to vote out Tuxedo, because there were more cats than people. Besides, the cats became very arrogant. People who forgot to call them "sir" were threatened with the people-o-nine-tails.

Then, one day, an Army Major-General was walking down the street when he passed Tuxedo. Being deep in thought, instead of saying "Sir" and saluting smartly he merely said "Scat." Tuxedo was furious. He sent a protest to Ottawa. The Army said that the Major-General was a very fine soldier who had always obeyed all the rules, but it did him no good. He was reduced to Private the next day, and set to work peeling potatoes.

It is a well-known fact that nothing makes a General angrier than being reduced to Private. He spent all day thinking furiously how he could get his revenge on Tuxedo. Whenever he could get time off from his new job, among the potatoes, the new Private phoned his army friend. Within a week it was noticeable that no fish of any kind was coming into Regina. The cats began to go mad with desire for fish. Then, one day, a train filled with salmon, haddock, bass, perch, pike, pickerel, cod and suckers was halted on a siding 23 miles from Regina.

The smell of the fish wafted gently through the Regina streets. Every cat picked up its nose and sniffed the air. In a great horde, led by Tuxedo, they rushed towards the train. Through special cat-sized holes which had been bored in the sides of the box cars, they leapt in among the fish and began to stuff themselves. When they tried to get out they found they were too fat to squeeze through the holes again. They were trapped.

An engine was hooked on to the train and it was pulled to a siding just South of Churchill, Manitoba. Quickly the citizens of Regina held a civic election. Tuxedo was voted out of office. The cat problem in Regina was solved.

Everybody was very grateful to the gallant soldier who had rescued them from the tyrannical rule of Tuxedo. They said,

(Concluded on page 29)



the
R.A.F.
Prepares for
Two
Kinds of wars

Brush-Fire or Bonfire?

By E. COLSON SHEPHEARD

DURING the next 10 years Britain's preparations for the possibility of any air warfare are going to be strangely mixed. It is not simply that guided missiles will be taking over some of the tasks which formerly fell to aircraft, but also that major war and minor wars, should they occur, will probably be so utterly different from each other as to demand different weapons and a different technique. The distinction arises from the existence of the nuclear bomb.

Against the event of smaller wars, the Royal Air Force is continuing to provide itself with modern aircraft capable of working over and around the battlefield.

The policy in relation to major war is prevention. The nuclear bomb by its very existence has got to make outbreak of a big war impossible. It has got to go on restraining any great Power from launching a full-scale war.

The key to this deterrence is the ability to meet a major attack with nuclear retaliation.

For that reason, the R.A.F. is charged with the duty of maintaining the power to deliver the great deterrent.

The old task of home defence is gone. Nuclear attack would make that impossible in the earlier sense, for a dozen hydrogen bombs well placed would, doubtless, put Britain almost completely out of action.

PROTECTING THE BASE

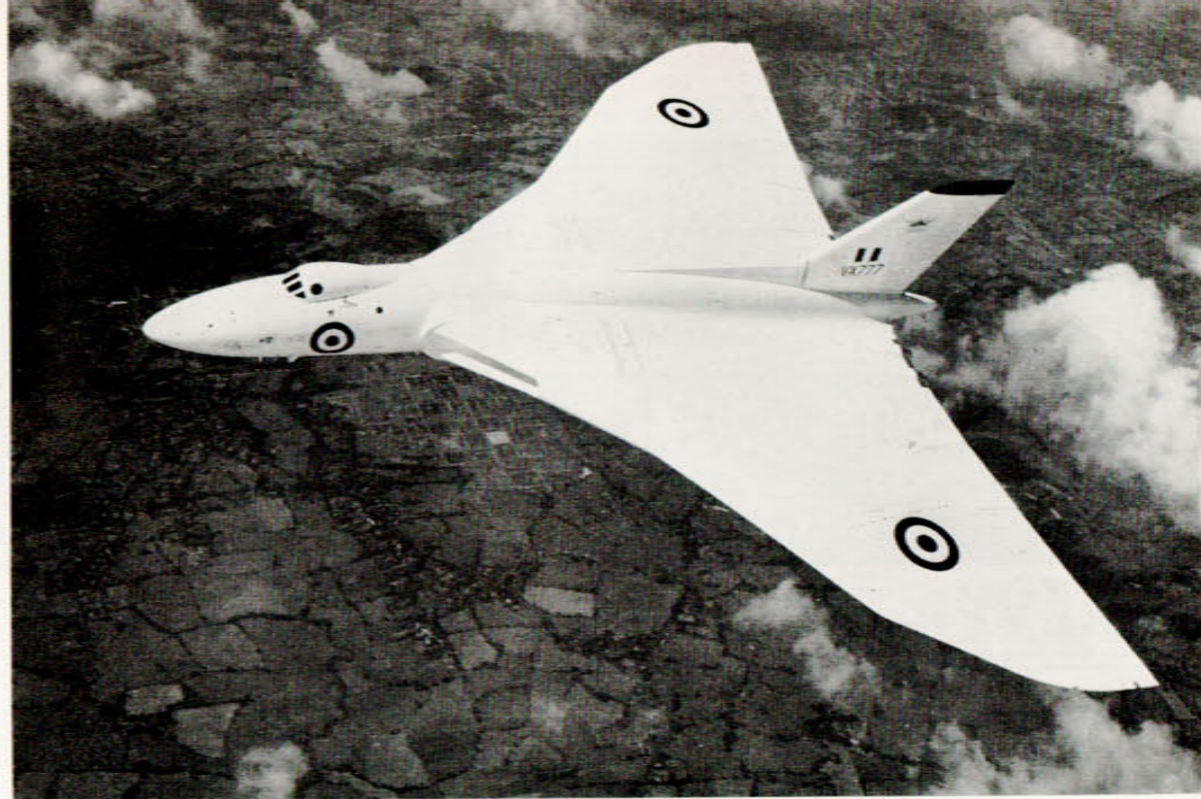
Protection of the base — of the fundamental principles in war — has also become virtually impossible because of the destructive and contaminating qualities of the hydrogen bomb.

The task laid on the R.A.F., therefore, is that of defending the deterrent and delivering it at need. Bombers and, later, guided missiles, have got to be ready to take the hydrogen bomb into the heart of an enemy country at short notice. They have got to be so fully defended that there can be no reasonable doubt they will be able to do it.

The R.A.F. can decide where its deterrent force shall be held in readiness, and it can provide an effective shield of fighters or guided missiles, or both, for it.

Its fast jet bombers are in service. They will soon carry the stand-off bomb which could be launched perhaps 100 miles from its target, going on under

deliver the deterrent:
The Vulcan.



its own power and guided on its last stages possibly from the bomber which has already turned and is on its way home.

The R.A.F. will also be able to deliver the deterrent by Intermediate Range Ballistic Missile. A United States type of rocket, "Thor," is available for this purpose, and a British type is in an advanced stage of development.

FIGHTER PROTECTION FOR BOMBERS

Fighters fully capable of protecting the bombers while they get away are coming into service. The P. 11, supersonic on the power of its two jet engines, may possibly have a top speed, for critical periods, of 1,500 miles (2,400 kilometers) per hour.

These, and such ground-launched missiles as become fit to supplement them, will be placed where they can give the best protection to the bomber force and to the long-range missiles when they are ready for service.

Training in the use of ground-to-air missiles for use against bombers has already begun. "Bloodhound" will be the first weapon to be developed operationally, and trials are beginning at the first R.A.F. Guided Weapons Station.

Geographically, the R.A.F.'s task is smaller than that at which it has had to undertake in the past. There is no long coastline to defend, but only a few bomber, or missile, sites. The shrinkage of the R.A.F. to meet the new circumstances has already begun.

In the air, another global war, if it breaks out, is going to be short and terrible. The opening massive strokes may be followed by what Sir Winston Churchill has called "broken-backed war," but the crippling, devastating blows will have been struck by both sides in the first few hours.

The great deterrent is widely expected to keep the Powers from a major war, and to make them

prevent a small war from becoming a big one.

NEED OF TACTICAL AIR FORCES

In the smaller local wars in which Britain might be involved the R.A.F. would have to give air-cover to troops on the ground. It would have to reconnoitre for them, probably using television reports instead of radio. It would also have to support the troops with bombing, guns and rockets.

Over and above the deterrent force there would have to be tactical air forces, as there were in the Second World War. If these wars were in particularly remote areas there would probably be no ground-to-ground rockets to take the place of the bomber and the artillery.

In these small wars aircraft would have to go on doing all their former, usual services for the troops.

Recently there was a series of tests to choose a type from among the Hunter 6, the Jet Provost and the Gnat, for use in the future as a fighter-bomber fit to operate from small, primitive airstrips and to "live rough" in just such wars.

Almost as important would be the transports which would bring troops, weapons, equipment and supplies to the scene of trouble from the "theatre base," 1,000 or more miles away. They would be backed up by other aircraft bringing out parts of the strategic reserve from the United Kingdom.

For these two important tasks Britain has a variety of aircraft — Britannias (in the near future), Comets, Hastings, Beverleys, Pioneers (single and twin-engined) and various types of helicopter.

Preparations are being made by the R.A.F. for the eventuality of either kind of war. For the local wars, high mobility, sturdy aircraft which need no elaborate maintenance organization are essential, together with a modernised form of the old tactical air warfare.

For the other the deterrent is ready.



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blood donor clinic . . .

A SUCCESS?

By F/O ERIC BOYD

OVER four hundred service and civilian personnel at RCAF Winnipeg donated blood during the blood donor clinic held in the drill hall on January 13th and 14th.

The clinic must obtain two hundred bottles of the life saving blood each clinic in order to maintain the Winnipeg blood bank at twelve hundred bottles. The figure of twelve hundred was arrived at after consideration was given to unforeseen emergencies such as the Winnipeg disaster of 1950. With the present requirements for blood

in the area being for victims of fires, car accidents, and for normal use at hospitals, the obtaining of two hundred bottles at each clinic is sufficient to maintain this reserve in the blood bank.

The exact number of donors at the RCAF clinic was four hundred and one, only one more than the required number and some fifty less than obtained during the last clinic held at RCAF Winnipeg in July, and let's face it, a good number of people were on leave in July. The hours of this clinic were also more advantageous for donors than the hours of the last clinic. During the last clinic, donors were able to attend only during the day. This time, however, the clinic was in operation during the evening also, supposedly to provide an opportunity for an additional number of wives to attend at a time when their husbands could mind the children. The result, a total of thirteen wives gave blood during the two-day clinic.

But before we criticize the wives, let's remember that criticism, like charity, begins at home. The total number of personnel employed on the station, servicemen and civilians, is approximately twenty-four hundred, and of this number we had three hundred and eighty-eight donating blood, or approximately sixteen and two thirds per cent.

Compared with the generous response of personnel from other institutions this is a pretty poor



Group Captain J.F. Mitchell, station CO not only gave his full support to the Blood Donor clinic held on the station recently but also, was the first donor. He is shown with Mrs. Mitchell who also assisted in the clinic by serving refreshments to the donors. (RCAF Photo)

show. As someone asked, what do you consider a generous response? Well, I can readily recall the last clinic held at the Manitoba prison where many inmates tried, although unsuccessfully, to give twice during the one day clinic, and many of them will never be in a position to require blood from circumstances that may affect us.

People didn't know about it? It wasn't publicized enough? Well, let's look at what was done to publicize the event: An announcement in DRO's each day for a week prior to the clinic, publicity in the newly formed newsletter, 120 posters distributed around the station, the sound truck's three tours through married quarters and two on the station proper, announcements on the local radio stations, section heads advised by telephone, banners displayed at each entrance during the two days of the clinic and announcements on the Commanding Officer's parade and during Chapel services held on the preceding Sunday.

The next clinic will probably be held sometime during the coming summer, and next time let's think of it this way. We might have been in that car accident or it might have been our child whose life was saved because she was able to receive a blood transfusion without delay because of some generous donor. Remember the few minutes it takes to give a donation of blood may add years to someone's life.



The true spirit of giving was demonstrated by Mr. C. Benson who during the last blood donor clinic gave his thirtieth donation of blood to the Red Cross. Mr. C. Benson is a civilian employee on the station and resides at 18 Barrington Ave. in St. Vital.

HUNTING

and

FISHING!



... with Joby

THIS may come as a shock to you but writing a monthly column such as this is not always easy. Most people seem to be under the impression that all one has to do is sit down in front of a typewriter, and a story just flows out of your fingers and over the keyboard. I wish I had that touch.

Research, accuracy, honesty and many other points enter into a good column whether it be daily, weekly or monthly. It is the aim of all writers to have their column looked up to as one you can "count on" and not one that gives a lot of bum gen and should not be taken too seriously.

It has been with these points in mind that this writer has endeavoured over the past year to bring to you hunting and fishing information through the pages of Voxair. We are all prone to make mistakes and a struggling outdoor writer is no exception.

If this all appears a little dark the following article will perhaps bring my points into the light. This article gives exactly the feelings of TOBY and it is to be hoped that some of these feelings may show in my columns and most certainly in my sportsmanship.

The article is entitled "What is a sportsman?" and was written by John T. MacMurchy, Outdoor Editor, The Enterprise-Bulletin of Collingwood, Ont. His article appeared in the first edition of the Outdoor Writers of Canada Bulletin and it is to be hoped that many more of his fine works will appear in future:

WHAT IS A SPORTSMAN?

One of the advantages found in covering the out-of-doors is the opportunity to study a wide variety of the human race, all of whom are collectively known as sportsmen. Quite unconsciously, they place themselves wide open for a character analysis as they follow their favourite pastime of hunting, fishing, bird-watching or whatever it might be.

I have no intention of putting the finger on any one particular person or fault, but what I intend doing is to eliminate all these faults from the rank and file and try to come up with a fellow who is as close to being a perfect sportsman as is possible. When this is finished it will represent someone all of us should know.

Maybe you can now guess what I am getting at. The sportsman I am attempting to create is the perfect sportsman—The Outdoor Writer. I won't tell any man how to write his column or story, but I will make no bones about it — I will try to tell him how to behave. I know I would appreciate the same type of advice.

THE SITTING DUCK

An outdoor writer is looked up to and because of this he cannot make a mistake. Not even one. If he does, then he is sunk. No matter how some guys may scoff, the mere fact that he wields a pen puts him in the public eye and there he remains, a sitting duck ready to be blasted for the first error.

Close to a decade of outdoor recording has firmly planted in my mind the fact that a sportsman is first of all a guy who loves the outdoors because it is the outdoors. Relative activities being second loves.

A sportsman can be judged by the way he uses his equipment. He has his favourite rod, his nicest-handling shotgun, and his most accurate rifle. His devotion to each fringes upon the fanatical, and if he is a true sportsman he gives each the same respect and care that he dotes upon his right eye.

YOU CAN TELL . . .

You can tell a sportsman by the respect he shows his fellow-man. He doesn't need a law book to tell him the basic differences between right and wrong. His period of self-education has taught him the true course to follow, and from this he will not deviate even one degree.

The same thing applies to seasons and limits—because the common sense which marks a true sportsman, also prevents him from being piggish and foolish. Naturally, he hunts and fishes at every opportunity but the drive which motivates him does not demand a full creel and a complete bird limit every time he ventures out. He derives his satisfaction from the pure pleasure of "going fishing" or "going hunting," not the amount of killing he can work into each hour, or each day in the woods.

Finally, a sportsman likes to influence and convert others to his creed. He takes his kids, his neighbour's kids and even the neighbour himself, out on the odd jaunt. He imparts his store of know-

how upon these ears and basks in a light of self-satisfaction when the words sink in.

This last paragraph, I believe, marks the outdoor writer, thereby making the "almost perfect" sportsman. I want to be classed in this category and I want to be respected for maintaining the high standards it represents, and I believe this to be common of all outdoor writers.

When a writer is told "The only reason I buy the sheet you work for is to read your column," then he knows he is reaching his mark. At the same time, he must realize that such a compliment can quite easily be reversed by one misdemeanor, with tragic consequences.

To be a sportsman in the strictest sense of the word is desirable and a requisite of the outdoor scribe, and, I am happy to say that I have not yet met a writer who is not a sportsman. But heaven help him if I do.

During the career of a writer, at some point, the tag "expert" is clapped upon his shoulders and under this mantle the valiant heart must carry on. While the writing man's skill with some of the outdoor tools may be questioned from time to time, in one quarter he must always be impregnable. He must always be known as an "expert in sportmanship."

(Reprinted by the courtesy of J. T. MacMurchy, Editor, The Outdoor Writers of Canada Bulletin.)

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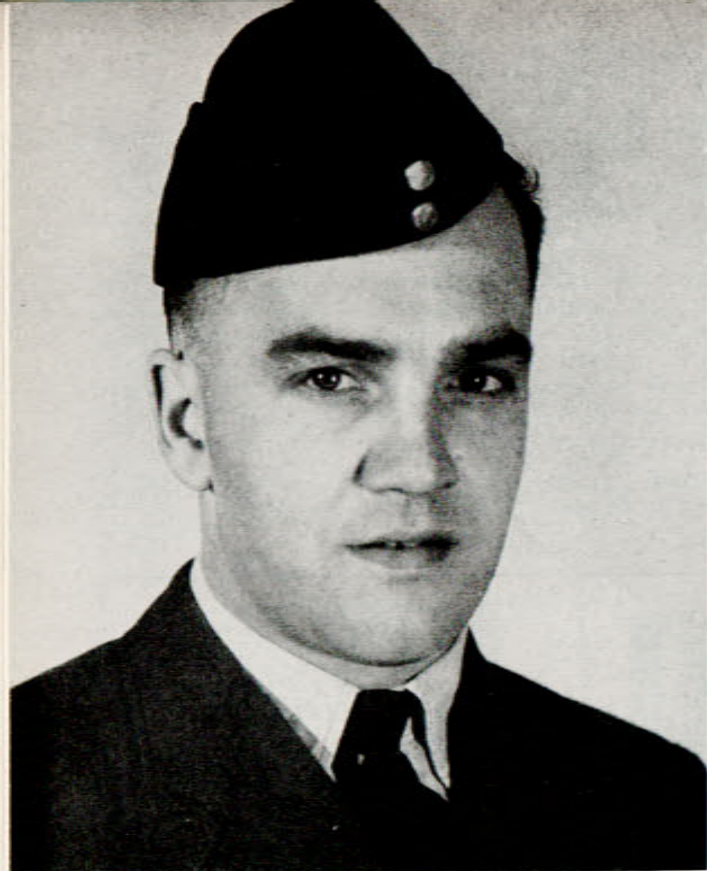
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WINNIPEG

**LAC
GARNET BOUTET**

GARNET Boutet joined the RCAF in October 1955 when he was young and single and possessed of a keen desire to see the world beyond Winnipeg. Eighteen months later he returned to the Peg and has been here ever since. Now married and possessed of more settled tastes, he is quite happy to be back.

Garnet hails from Dominion City, Man. where he was born 24 years ago, and he spent most of his boyhood years there. He quickly became involved in all manner of Sports, while at school he showed a preference for things mathematical. On the sports side of the picture we find him playing for 6 years in the States-Dominion Ball league, which includes teams from both sides of the US-Canadian border. He completed his education at Emerson and Dominion City High Schools where he took his Grades 10, 11 and 12. His aptitude for figures led him na-

turally into an accounting job, and he spent three years in the audit department of the Winnipeg Municipal government. He entered the RCAF, via Winnipeg recruiting unit, in October 1955 and departed this city, for the melting pot of Saint Johns. He progressed through contact training at St. Hubert and an Accounts course at Aylmer before coming back to Winnipeg. He has been here ever since.

Garnet may be found during working hours at his desk in the NPF section of accounts, which is crowded with ledgers, Invoices, ash-trays, copies of "VOXAIR" and all the other paraphernalia of those whose fate it is to keep the books of Station Fund, a one-and-a-half million dollar business. Station Theatre, Magazine, institutes, and other undertakings all dump their accounting on this door-step and of necessity the men who labour here must be possessed

of level heads and unconfused attitudes. Garnet and his associates seem to qualify.

Somewhat reserved about telling "VOXAIR" his story, Garnet was assisted during the interview by his fellow colleagues who kept dropping by with helpful but provocative pieces of information.

"Mention that he loves coffee but hates to make it."

Make him tell you about his single days. Especially those dates at the City Dump."

But despite searching enquiry we could find no confirmation.

However, it is obvious that Garnet has maintained his active interest in Sports as a pitcher for the Saint Boniface Native Sons, who have won the City Senior League Championship for six years in a row. He is also a curler, con-

(Concluded on page 33)

PERSONALITIES

**F/L
LARRY CORBEIL**



F/L LARRY CORBEIL, Deputy Officer Commanding Mitchell Squadron at Winnipeg, wanted to be a pilot as long ago as the spring of 1939, but it wasn't until ten years and a world war later that his ambition was fulfilled. In the meantime however, he acquired plenty of airborne time and experience of other kinds.

Larry, who was born and educated in the Maisonneuve district of Montreal, was just twenty, and a clerk with the Quebec provincial government when he decided that he wanted to be a pilot. He applied for pilot training but the official policy then was to accept only university-educated applicants. So Larry dropped the idea. War broke out shortly afterwards, and in July '40 he was accepted by the RCAF as a potential pilot. He went to Quebec Manning Pool as an AC2 for two months and from there to Montreal Wireless School. Why should a pilot-to-be go to Wireless

School?—Guard duty was the answer—two hours on and two hours off for three months, walking up and down St. Mary's Road outside the school. Learning that he wouldn't get to ITS for another six months, Larry in company with 12 other similarly impatient fellow-guardians settled for the WAG Course on the other side of the wall. He graduated as a Sergeant WAG in July 1941.

At an RAF Wellington OTU (the Canadian group was as yet unformed) Larry found himself part of an experiment in cross-training and quickly qualified as Navigator and Bombardier. It was as Bombardier that he shortly joined 150 Squadron RAF at Snaith Yorkshire. He completed 35 missions between April and November of 1942 visiting mainly Rhur targets. He claims that nothing very newsworthy happened during these months—"Got shot up a few times, that's all." He proceeded to an RAF

Operational Training Unit as a member of a predominantly Australian and New Zealand staff and instructed fledgling bombardiers in the intricacies of their then booming business. In January of 1944 he came home for a month's leave and returned to England immediately after, where his already wide experience of courses was increased by Commando Training with the Army for two months. After conversion training at Dishforth where he learned his way about the Lancaster bomber, he transferred to Linton on Ouse, the location of 408 Squadron. Larry completed his second tour of 22 missions with 408, bringing his total to 57. He recalls that F/L Patrick, now stationed at CNS Winnipeg, was a fellow squadron member at the time. Repatriated in December 1944, Larry received notification that he had been awarded the DFC, shortly after.

(Concluded on page 36)

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the
**C. C.
109**



Edited by
ERNE CARRIER

The first Canadair 540, medium-range two-engine turboprop transport aircraft, was wheeled out of the plant of Canadair Limited in Montreal January 19 bearing the colors of the Air Transport Command, Royal Canadian Air Force.

This aircraft and another which will follow it next month are Convair 440 airframes, purchased by Canadair, and modified in the Montreal plant, with the piston engines replaced by Eland turbo-

prop engines, produced by D. Napier and Son, of England. The two aircraft are being made available to the RCAF until Canadair begins delivery of its own Montreal-built airframes later this year.

Conversion of the aircraft provided for new nacelles, increased fuel capacity (from 1,730 U.S. gallons to 2,032), improved braking, and faster retraction of the undercarriage.

The military version of the Canadair-produced aircraft will be built primarily as cargo-carriers but will be easily convertible to passenger use, or a combination of passengers and cargo, when necessary. Ten of them have been ordered so far by the RCAF, which has designated the type "CC-109." In commercial versions the planes are being offered in world markets in passenger, cargo, convertible and executive configurations.

In addition, Canadair has a program to convert Convair 340 and 440 aircraft, now in commercial or executive service, to Eland turboprop engines.

In the airliner version, the Canadair airframe is to have the same exterior dimensions as the 440 — wingspan of 105 feet four inches, length of 79 feet two inches which the radome increases to 81 feet six inches, height of 28 feet two inches and wing area of 920 square feet.

The passenger cabin's length is to be more than three feet longer than the 440 at 39 feet nine inches, for a volume of just under 2,000 cubic feet, and there will be seats for 48 passengers, or 58 in the high density version, instead of 44 in the standard Convair 440.

The new Canadair 540's, being built on tooling obtained from Convair at San Diego, Cal., have the benefits of redesign work, in addition to the turboprop engines, to give them substantial advantages in capacity and performance over the Convair 240, 340 and 440 aircraft which are now in the service of more than 40 world airlines, and which have amassed a

flight record of about 7,000,000 hours.

Maximum takeoff weight of the turboprop is 53,200 pounds, or more than two tons greater than the 440; the useful load is more than 3,000 pounds greater. Cruising speed at 20,000 feet altitude is 500 miles an hour, instead of the 440. Climb to that alti-

tude will be accomplished in 15 minutes instead of the 440's 35 minutes, and, 10,000 feet will be attained in 6.4 minutes instead of 14. The 540's ceiling for single-engine operation is to be 10,300 feet with an average gross weight of 50,000 pounds, compared with the 440's performance of 9,500 feet with 45,000 pounds.

With maximum space payload and 45 minutes' fuel reserve, the new aircraft will have a range of 930 statute miles; with full passenger load only, 1,235 miles; with full standard fuel load and 31 passengers, 1,730 miles; and with optional extra fuel-tanks and a payload of 2,780 pounds, 2,250 miles.

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VOXAIR VIXEN

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Voxair Vixen
Ruta Lee
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Youngest passenger on the Boxcar's Manifest, a wide-eyed Air Force moppet gets his first glimpse of Winnipeg.

C R O S S R O A D S

Diapered babies, mothers on their first flight, impatient AC's and AVM's in a hurry. All are the customers of Winnipeg's bustling Air Movements Unit.

By RON BAYNES

WANDER into the Air Movements Waiting Room some time when a plane is in, and you may wonder whether you are still on RCAF territory. Soldiers, sailors, Military cadets, Males, Females, Canadians, Americans, Civilians, teen-agers and small-fry: any or all may be represented. All have that detached and slightly dis-oriented look of travellers on short stopovers, whether from stage-coach, railway train or aircraft. In the case of many of these transients, the distance they have come is considerable and their time here is short. For Winnipeg is perched neatly in the centre of the traffic lines which flow North and South, East and West across Canada.



F.S. Thornington of Toronto, Cnt., NCO i/c, and F/O Serafinoff of Paris, France, OC AMU, compile manifest for a transient aircraft.



Sgt. B. Pouley, US Army, conducts liaison duties of Winnipeg, hails from Dayton, Ohio.

Johnnies on this hot-spot of air-transport, and hosts to these voyagers during their stay at Winnipeg, are 15 airmen and their Officer in Charge, collectively known as the local Air Movements Detachment. As they can provide a means of free transportation, and because most Service people are a long way from home, AMU is a popular section. Especially at annual leave time. However, it is doubtful whether the duties they perform, or even their purpose, is understood fully by their fellow Servicemen.

AMU Winnipeg, which is fairly typical of such units across Canada, comes under the command of Air Transport Command and Station Lachine, and is a lodger unit of RCAF Station Winnipeg. It is responsible for the efficient handling of all passenger and freight traffic flown by ATC aircraft through Winnipeg, as well as for that of other aircraft when occasion demands. AMU personnel have plenty of practice in the trade for almost every type of aircraft stops at Winnipeg, from the Old Reliable Daks, to the sleek Comet jet transports of 412(T) Squadron.

An average of 20 transport aircraft are handled weekly with regular Service flights to Edmonton, Montreal and Downsview. Connections are available for more distant terminals such as Greenwood, Gander and Vancouver. And twice a month, Service Flight Number 5 (Abbreviation: S/F 5) visits Churchill and Resolute Bay. The Military Air Transport Service (MATS) of the USAF flies a weekly trip from McGuire AFB to Churchill and stops over at Winnipeg.

A small detachment of US Army personnel, headed by Master Sgt. Peper coordinates loading for transient USAF aircraft and makes emergency purchases for outward shipment to northern American installations.

(Continued on next page)



GOLD BRAID TO DIAPERS

Nearly seventeen thousand travellers are processed by the detachment each year, and over 2000 (2177 in 1957) aircraft handled.

Servicemen, though constituting a majority of AMU's clientele, are not the only walks of life represented in the waiting room. The scarlet tunics of Mounties, and the colourful braid of Military College cadets are familiar in the waiting room, as is the sound of children's voices of all ages from babes in arms to teen-agers. The diversity of rank is great too, ranging from Air Vice Marshals to AC2's. For some it is a first flight—the experience of a lifetime. For others, million-milers perhaps, it is simply routine. The reaction of dependents to air travel is varied. AMU personnel are still chuckling over a recently departing family composed of an airman, his wife and their several children. Mother, new to air travel was conspicuously tense and unhappy. The children provided a noisy contrast as they loudly and impatiently clamoured for the trip to begin.

Although Service Flights are primarily intended for the movement of personnel on transfer or posting, any Serviceman and his dependents can take advantage of a free ride on ATC, provided space is available. To accommodate passengers according to their need, a priority system exists, which grades seating order to conform with the urgency of the situation. The top Priority, Number One, is a rare bird indeed and denotes business of really extraordinary importance and urgency. Two Priority also indicates extremely pressing and important business. Priority Three is allotted to personnel on transfer or compassionate leave. If you are on annual leave you travel under a Priority Four.

The problem of people who reserve space, confirm it, and then do not use it, is one of AMU's prime headaches. "NOSHOS" as they are called in the air transportation business, mean extra paperwork, wasted space and in addition, cost other people money and time. Christmas 1958 was a good example. "It was really distressing" says an AMU spokesman. "Before departure we had maybe 75 names for an aircraft. We told them to show up in case there were cancellations. Of course with such numbers, not many people bothered. There didn't seem to be a chance. So we got our reservations confirmed, typed up the manifests and forty five minutes before departure time we find they're not here. We've got no way to tell the others. So they miss a trip." A timely cancellation by the "NOSHO" would leave time to inform the other people waiting. There is little excuse for the "NOSHO." A telephone call is not a difficult operation.

AMU asks passengers to confirm reservations, or cancel them, well in advance, because they need time to prepare for a flight. You do not just dump passengers and baggage aboard an aircraft as in a truck. Air Movements Controllers must weigh and tag all baggage and they must know the total number of passengers in order to complete the weight and balance form. A complete manifest must be drawn up and passengers' authorizing documents checked. All of which takes time, and explains why



Top: The Flying Boxcar (C-119) — a regular customer; 2nd from Top: Returning off leave to Edmonton: Cpl. and Mrs. R. Curle with Catherine (L) and Debra (R); 3rd from Top: Another familiar sight. USAF DC-6B. In this case, in from Churchill. Bottom—Officer Cadet R.H. Wotherspoon of CMR St. Johns, Quebec, Gnr. F.E. Peters of Fort Osborne Barracks, Winnipeg, and Fireman 1st Class Nowicki, RCN exchange impressions. Fireman Nowicki was returning to the island of Formosa after leave in Selkirk, Man.

AMU wants the passenger at the terminal early, and why they want a firm decision on whether or not you are travelling, in good time.

The course which prepares Air Movements Controllers for such duties, as for the airborne phase of their work, is at Trenton, Ontario. One course trains them in the basics of their trade, while a subsequent one prepares them for flying. Locally, the Air Movements Controllers get their air experience with 111 C & R.

In the air, the Movements Controller is responsible for the correct handling of freight as well as for the safety and comfort of passengers. When dependents

are aboard, this can mean such unlisted trade duties as the warming of baby-bottles and explaining to junior what keeps the aircraft up.

Although not on a shift-work schedule, AMU sees frequent night duty when aircraft come in after the working day. For these latecomers a standby staff is on constant standby.

With the development of the Air Transport Command, symbolized by the introduction of new types such as the CL-44 with its 7320 lb freight, and 154 passenger capacity, Air Movements Controllers here and everywhere face a hectic, bustling future. They will be ready for it.

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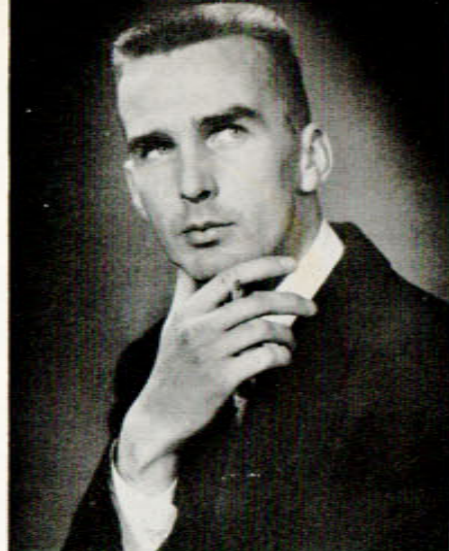
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Top Left: ENID BOULET
Geisha Gift.

Top Centre: DAVE WICKES
Embarrassed recipient.

Top Right: GLORIA McELGUNN
Okinawan Ladies' League President.

Bottom: JIM LANDRY
His own brand of Interpretation.

Teahouse of the

By RON CAWOOD

Station Winnipeg Drama Club, a renowned group of devotees of the Thespian Art, are in the throes of their new production "The Teahouse of the August Moon," a comedy by John Patrick, which will be produced at the Drama Club on Sharpe Boulevard March 4th to 7th inclusive.

This is a most ambitious project by Capt. C. E. "Chuck" Evans, the group's most able director, and from what the writer has seen on his previews at rehearsals the group is tackling the project in its usual direct and capable way.

This offering by the Club, more so than any of their other efforts, requires more than the usual number of "backstage hands" and they are being led this time by a new



member of the Club, Dave O'Brien, who in his task of stage manager will have his hands full from now until the final curtain drops.

The male lead is being taken by that very capable actor, Jim Landry, who plays the role of Sakini, the Okinawan who acts as interpreter for the U.S. Army's Occupation Team. This is one Okinawan who has his own brand of "interpretation," and succeeds in leading Dave Wickes, male lead, who plays Capt. Fisby, assigned to bring democracy and economic revival to the little village of Okinawans, a merry dance.

August Moon

Enid Boulet will have the principal feminine role, that of a Geisha Girl whom the earnest Capt. Fisby is very embarrassed to have presented to him as a gift. Gloria McElgunn, last seen as the very glamorous Lorraine Sheldon in the Club's production of "The Man Who Came to Dinner," will have to work very hard at her make-up to get the right face for the role of Miss Higa Jiga, who is selected by the American Captain to be president of a Ladies' League for Democratic Action.

This play, which will be produced from March 4th to 7th, at the Drama Club Building, Sharpe Boulevard, will provide lots of fun for the audience, from a wrestling match, to the antics of the town's goat, and a real Jeep on stage.

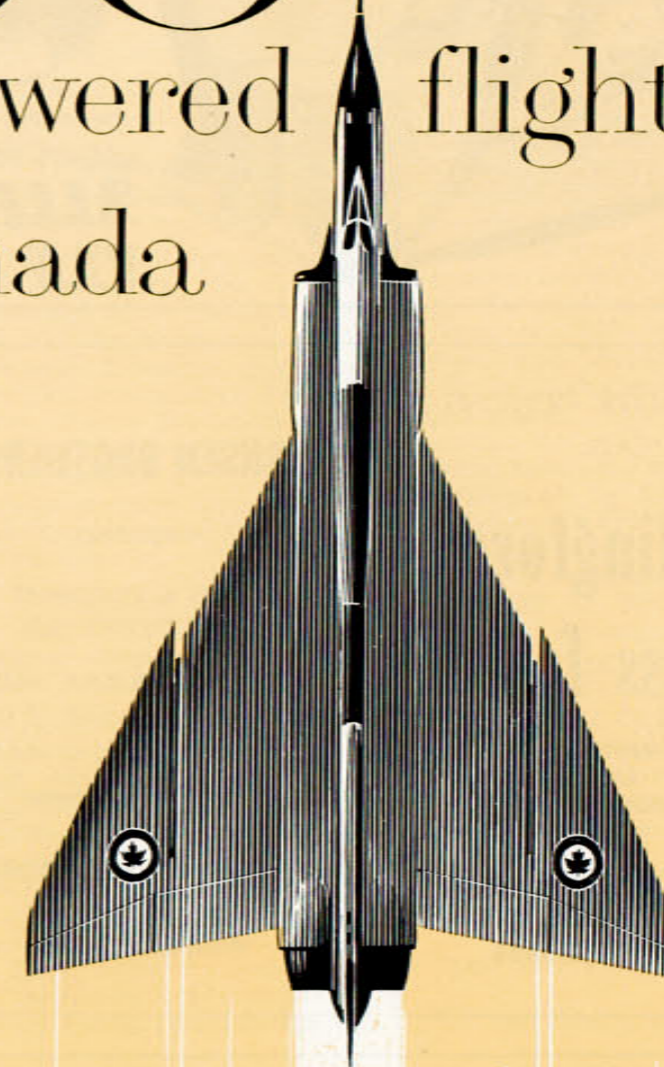
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BOOK SHELF

By ROBERTA MAUNDERS

Among the new books that have been added to the Station Library shelves within the last few weeks are several by Canadian authors: "The King Tree" by Gladys Taylor, "Klondike" by Pierre Berton, "William Lyon Mackenzie King," A Political Biography, Volume 1, 1874-1923 by R. MacGregor Dawson, "Cavalcade of the North" selected by George Nelson and "Execution" by Colin McDougall.

"THE KING TREE"
by Gladys Taylor

In this winner of the Ryerson Fiction Award 1958, Gladys Taylor has told the story of the King family who left Vermont in 1880 with the United Empire Loyalists for the Eastern Townships of Quebec. Here the family come in contact with members of the Michaud family who had called Canada home for 150 years. In the unfolding of the two families' daily lives the author has discussed the problem of racial amity in Canada courageously, and the strength with which her characters are drawn, the authenticity of her situations makes this a novel of high quality. The story takes its name from the maple tree which stood in front of the King home, witness to the joys

and sorrows, hopes and fears, loves and hates of the family and their neighbors.

"KLONDIKE"
The Life and Death of the Last Great Gold Rush by Pierre Berton.

Here for the first time the colour and the excitement, the fabulous fortunes and bitter hardships, the gaiety and the heartbreak of the phenomenal Klondike gold rush are distilled into a single dramatic narrative. Pierre Berton, who was himself born in the north, has put years of research into his subject to recreate the most tumultuous episode in the opening of the western Canadian frontier.

**"WILLIAM LYON
MACKENZIE KING"**
*A Political Biography, Volume 1,
1874-1923*

by R. MacGregor Dawson

In this political biography Mr. Dawson, winner of the Governor-General awards, reveals the early life of the man who guided Canada to greatness through twenty-five years as Prime Minister. Generous extracts from private correspondence and the pages of his personal diary, hitherto unpublished, reveal the forces in his background, education, family relationships and

early interest which eventually led him into politics.

"CAVALCADE OF THE NORTH"
*Selected by George E. Nelson and
Introduced by Thomas B. Costain.*

Here is an entertaining collection of Canadian writing. There are two complete novels "Barometer Rising," the story of the Halifax explosion of 1917 by Hugh MacLennan and "Jalna" by Mazo de la Roche, along with twenty-four short stories. The collection has elements that will appeal to every reading taste—the wartime tension of "Dieppe" by Lionel Shapiro; "Vignettes of French Canada" by Thomas B. Costain—and stories by Thomas H. Raddall, Morley Gallaghan, W. O. Mitchell, Stephen Leacock and many others.

"EXECUTION"
by Colin McDougall

The story of Canadian infantry at war in Italy is the first novel by the present Registrar of McGill University. This book will be reviewed at length in the next issue of *Voxair*.

Please Note Winter Library Hours

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AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS

By PETER McLOUGHLIN



the
rightly
done
and
noble



ROLLS-ROYCE

"Whatever is rightly done, however humble, is noble," that was the credo by which Sir Henry Royce lived. Today it is all too evident that the same words hold true when applied to Rolls-Royce, whether it be the managing director or the man assembling a small body part. There is the amusing story of an early owner stuck on the Continent with a broken crankshaft, who phoned the factory for help. They flew out two engineers, fixed the car, and he was on his way. Later, when he received no bill, a call was made to the factory to ask why. The stiff reply: "Rolls-Royce crankshafts do not break." Unlikely maybe, but there is a germ of truth in it. Before World War One stub axle trouble was discovered. Engineers were sent to all parts of the world where there might conceivably be a car with a defective

part. Some owners resented these visits, protesting that their cars were perfect. One of them was Henry Ford, who often used to say in public that there were only two cars in the world—The Ford and the Rolls, in that order naturally! So the mechanics had to be foxy. Chauffeurs were talked into letting them into the garage at dead of night; there is even rumour that others were broken into. At any rate every faulty part was replaced, and some of the owners never knew.

The engine side of Rolls-Royce and Bentley production was the first visited. Basically it is a straight six cylinder engine with overhead inlet and side exhaust valves. The difference lies in the quality. The factory make no bones about the fact that their secret lies in their ability to make a part better than anybody else. For instance the toler-

ances on their valve stems is of the order of 6-20 millionths of an inch. The other components are made with similar precision—no bolts are stamped, all are engine turned and then cadmium plated. Ridiculous, you may say? But then what about the man with a 1917 Rolls and 560,000 on the clock who had never had the pan off. I myself met one enthusiast with a giant Phantom 11 Rolls-Royce sporting a mere 293,000 miles, and he swore that the head had never been off! There was no evidence of hurry and each operation was carried out thoroughly and yet without wasting time. Each man I spoke to was an expert on his job, only too willing to inform you on every aspect of the operation. The factory have been most astute in their labour incentive policy; where quality is the over-riding factor a pool bonus scheme

is used so the men pull as a team, against a system of individual bonus where speed is more essential. They say that there has been no real labour problem for years. Some workers have been with them since 1912.

After assembly the engines move over to the test beds where they are run on propane gas for two hours with no load, and a constantly changing oil supply. They are then subject to a further period of up to 25 hours of gasoline running before being mated to the car chassis.

Chassis assembly differed little from other quality factories like Jaguar, except that one noticed the absence of haste in any operation and in insistence that each step was perfect. Component checks were equally exhausting—the steering system being run in for and equivalent of 5,000 miles before being passed.

BODIES

Since the war the factory have started to build their own bodies for certain models—the 'cheap' versions. The reasons were economic partly—it was hard to see how they could expand production if held down to the heavy costs of specialist coach builders. Furthermore, they also felt the job could be done as well by them. This, time has proved. Theirs is still the only body built for the Rolls-Royce and Bentley cars. By these judicious moves the price has been held down to a little over twice what it was pre-war—our cheap cars have tripled 1938 prices. Virtually every step involves extensive hand work, and herein must lie a major portion of the price. The expensive French veneers are glued, cooked, polished, and finished in the factory. The same applies to the leatherwork. All seats are assembled from scratch.

My last port of call in the factory was the plating shop. Here is the home of that famous radiator, which accounts



WOODSHOP

Cutting veneers. In the background is seen vacuum oven.

for the additional \$300 on the price tag of the Rolls versus the Bentley. It is hand beaten from stainless steel; then after this laborious work receives a coating of 4-5 thousandths inch of cadmium followed by chrome—total process over twenty-four hours! A similar plating process is used on all of their plated parts. Paintwork also comes under this heading and is equally meticulous. All cars have a paint coating of around 8 thou' when finished, which is applied over 14 to 16 coats, with hand rubbing between coats.

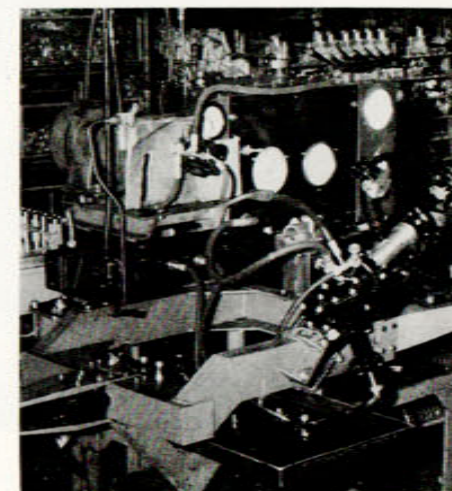
Assembled cars follow the line down to road testing. This is carried out in three stages, putting a total of near 400 miles on the car. Initially every car goes on a 200-mile jaunt to check all components of chassis, engine and body. On the basis of this road report turned into the shop, the rear axle and transmission are dropped to check on tolerances and anything which could give the slightest noise—enemy number one! Two further tests and the car is yours after a final waxing.

When the factory take such pride and painstaking effort with their product it is not difficult to understand that they readily offer a three-year guarantee with each and every car. Even after that period, troubles that originated with defective parts, are replaced free of charge.

Their motto—"The best car in the World." When any other manufacturer feels he has claim to that title, let him come forward. Personally, I'll bet a year's pay that I don't live to see the day.

COMMENTS

STIRLING MOSS has started off the 1959 racing season strongly, by managing to secure first place in the Australian Grand Prix. If you are interested in racing watch out for North America's first full scale international



Power assisted steering testing rig.

Grand Prix at Sebring, Florida in March. It would not be surprising if this is the first of many to hit our shores from the Old World.

THE ROVER CAR CO. have just established a \$1,000,000 organization in Canada and the States to push the sales of Rover cars and Land Rovers. Headquarters will be in Toronto—they open in January. This marks the first time a European company is going to direct operations from Canada. Previously the company's sales were handled by Rootes in Canada.

NORTH AMERICAN CAR PRODUCTION is starting to zoom, and all companies are increasing production and steel stockpiling. Undoubtedly it will be a better year than the disastrous season just closed. I would venture a guess that GM will come out way on top of the big three. Studebaker's Lark should get a fair portion and might put the company in the black for a change. The Rambler will no doubt repeat last year's excellent performance.



TRIM SHOP

Preparing head rests.

TV TALK

Edited by ERNIE CARRIER

CANNONBALL



Paul Birch, William Campbell and other stars of "Cannonball".

Four Canadian actors have been signed for permanent roles in CANNONBALL, the TV series on the CBC each Monday. CANNONBALL co-stars Paul Birch and William Campbell, U.S. film actors and dramatizes the adventures of two truck drivers plying the international run between Canada and the U.S. The series also has a strong family identification.

CANNONBALL is being produced at Normandie Productions's studios on the Lakeshore Road, Toronto. Mr. Rudy Abel, the Producer, is one of TV's most prominent producers and has filmed over 144 of the 'Lassie' programs, helping turn the series into one of the biggest TV moneymakers of all time, despite the fact others said it couldn't be done.

Thirty-nine half-hour programs are produced in this year's series, with a total production budget of \$1,500,000. The programs are being headed by the same team which

created Lassie for television — Robert Maxwell (who also created the Superman series) as Executive Producer; Rudy Abel as Producer; Sterling Campbell as Associate Producer; and Leslie Selander and Les Goodwins as Directors. The Canadian sponsors are Johnson's Wax and Robin Hood Flour Mills.

The four Canadian actors placed under contract, each for 5 years, are Beth Lockerbie, Beth Morris, Steve Barringer and Howard Milsom.

"OSCAR" FOR PRODUCER

The "Man Behind The Wheel" trophy — the "Oscar" of the Trucking Industry — was awarded to Rudy Abel, Producer of the new CANNONBALL series, by Mr. W. J. Hines, President of the Automotive Transport Association of Ontario, after a showing of the Hollywood-produced pilot film.

In making the presentation Mr. Hines said that the trucking industry was very much impressed with the CANNONBALL series and expressed the opinion that it would bring well-deserved recognition to the industry and its drivers. The "Oscar" was being awarded not only in appreciation of the efforts that have gone into developing the series, but in anticipation of what promises to be an outstanding show.

Mr. Abel said he was more touched in receiving this award from the Trucking Industry than he was in the four Emmys received during his career in television. He said the producers and sponsors have great hopes for the CANNONBALL series being one of the highlights of the season and expressed his thanks to the staff and members of the Association, without whose co-operation it would have been impossible to go into operation.

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CANNONBALL QUIZ

Here are some questions most frequently asked of CANNONBALL's Producers — and the answers that go with them.

Where does the name "CANNONBALL" come from?

The Producers claim that the name came out of the blue although they believe it was a railroad term — the Cannonball Express — and then gradually became applicable to truckers — in fact denotes speed of any kind. On the other hand, in the last war, the U.S. Services drivers, operating the "Red Ball Express" in France, were frequently referred to as 'Cannonball' — and this might have consciously or subconsciously influenced the Producers.

Why did you shoot this series in Canada?

We wanted to shoot it in Canada to give it reality for one thing, because it is the story of a Canadian trucker and his family. Also in and around Toronto we found every kind of scenery we wanted made accessible by your good highways. Here also we could find actors, actresses and technicians which would rate with the best in the world.

Why did you pick a trucker as your hero in this day of Westerns?

After a good hard look at last year's program we decided that a story that had action and adventure plus the human appeal of 'Father knows best' would have something for every member of the family. A series has never been done on a truck driver before so there would be a certain novelty as well. We feel that the simple approach is the best. We're not trying to glamorize life because we don't feel that the average life is particularly glamorous. We hope our viewers will identify themselves with 'Cannonball' Mike Malone, his partner Jerry Austin and his family in both their adventures and the more simple aspects of their life.

What's the inside of your studio like? Does it compare with Hollywood?

It does indeed. In fact it's a bit of Hollywood right in Canada. All the stars have their private dressing rooms, there's a Director's chair, the coffee is perking away all day for those who want it and everyone works smoothly and happily.

How does the trucking industry itself feel about the series?

The industry has been behind us right from the start, and its leaders, when shown the pilot film, were very enthusiastic and told us they felt sure we would have a good following among the 11 million people connected with the trucking industry in North America.

Feature Story

Moviemaking has a lot of interesting aspects and one of these is equipment. From cameras to special effect devices, there is something which will solve almost all the producers' problems. Rudy E. Abel, producer of the CANNONBALL series for example, listed just a few of the things they had to construct for use on their set. The first was a \$12,000.00 camera

truck. It has a special chassis and springs so that the camera rides level at all times. It can be mounted at the back, front, or top of the truck and can take shots from almost ground level to a height of twenty feet.

"It's quite a sight to see driving down the road," Rudy told us. You can't tell which direction it's going because it looks the same at both ends — even has two windshield wipers." The truck is similar to one used by M.G.M. when they produced 'Ben Hur' in Italy.

Another necessary piece of equipment for shooting on location is a giant trailer. CANNONBALL used a thirty foot aluminium trailer which contains two dressing rooms, two washrooms and a makeup room.

For producing gales, wind and snow storms they use two giant wind making machines. "The machines can produce a wind velocity of up to 80 m.p.h. if necessary and if used in the studio, we have to anchor the props down well," Rudy Abel said.

For shooting interior shots of the trailer and the cab there is even a special trailer constructed on the CANNONBALL set which will break down into three sections. A cab, too, is also set up on springs and when joggled around simulates the bumpiest road anywhere.

TUXEDO

(Concluded from page 4)

"You must be made a Major-General again." Ottawa was very apologetic.

"The vacancy left when you were reduced to Private has been filled by the promotion of the next senior Brigadier. It will not therefore be possible to return you to your former rank. However, you will be given a new start by promotion to the rank of Corporal, effective immediately." This satisfied everybody.

In due course, Tuxedo returned to the home of R. C. Perry where he took up residence again, and soon re-established discipline among the dogs, from two to four each afternoon, and among the cats, from seven to nine each night.

He has not since returned to civic politics.

STANDARD TIME IS ONLY 41 YEARS OLD

Strange as it seems, up until 41 years ago Americans couldn't say for sure what time it was. Each community set its clocks at noon when the sun passed directly overhead, which meant that the time was seldom the same in any two communities.

This really didn't matter much until railroads started carrying passengers long distances. Then to straighten out the confusion in schedules, the railroads got together and established the standard time system in 1843.

It wasn't until March 19, 1918, however, that Congress officially synchronized the watches of the nation by adopting the Standard Time act.



NEWS

Edited by
GORD ROWE

PANDA CLAUS



Dressed for the season, Joyce Hahn prepares to sing duet with a visitor from an even colder clime during rehearsals for CBC television's popular show 'Cross Canada Hit Parade.'

CBC Picture Service

VANCOUVER OFFICER WINS \$1000

OTTAWA, Jan. 8 — A suggestion made by Squadron Leader Robert S. Burks, 35, of Vancouver, B.C., has won him \$1,000.

The \$1,000 check, largest ever awarded to a member of the RCAF for an original suggestion, was won by S/L Burks for his improved aircraft compass calibration procedure which will result in increased navigation accuracy and reduce the number of compass calibrations required each year.

The main advantage to be gained from the suggestion is that any calibration errors which necessitate re-calibrating the compasses will show up early in the procedure, and this in turn will save

many man hours and aircraft "engine-running" hours.

Because errors are introduced into the compasses by changing magnetic properties in the aircraft, compass calibrations are required a minimum of every two months.

S/L Burks' suggestion was sent to the Suggestion Award Committee in Ottawa, where it was estimated that the new procedure would result in an annual saving to the RCAF of many thousands of dollars. The procedure has since been adopted by the RCAF.



The largest check.

Educated at Kelowna High School, S/L Burks joined the RCAF in 1941 as a navigator and during the Second World War served on operational flying duties in North Africa, England and on the continent.

In 1946, he left the service and after completing his third year at

the University of British Columbia, rejoined the RCAF. In the post-war years he served on search and rescue duties on the west coast, instructed at the Central Navigation School at Summerside, P.E.I., and served for three years with the Central Experimental and Proving Establishment at Rockcliffe, prior to being transferred to the Directorate of Instrument and Electrical Engineering at AFHQ.

WINNIPEG OFFICER RETIRES

Retiring shortly after 18 years' service as an RCAF accounts officer, Squadron Leader H. E. (Harry) Hollis, of 14 Training Group Headquarters, will continue to reside in the city where he was born and educated.



Retired

Son of the late Mr. and Mrs. H. W. Hollis, who lived at Walnut Street, S/L Hollis went to school in Winnipeg and St. James, and was employed as accountant and store manager for the Weir Hard-

ware Co. before joining the RCAF in 1940. During his air force career he has served at Sea Island, B.C., Trenton, Ont., and the Canadian Joint Air Training Centre, Rivers, in addition to local appointments. At the time of his retirement he was Staff Officer, Accounts and Finance at 14 Training Group Headquarters here.

S/L Hollis is married to the former Florence Humphreys, of Winnipeg, and the couple and their daughter Kathleen reside at 473 Dominion Street, Winnipeg. He plans to enjoy a long holiday with plenty of time for curling, bowling and woodworking.

THREE NEW FLIGHT LIEUTENANTS AT STN. WINNIPEG

Three officers stationed at Winnipeg have recently been promoted to the rank of Flight Lieutenant. They are F/O F. M. Bailey, F/O C. E. Quinn and F/O K. Weaver.

NEW PMQ's

One hundred PMQ's are in construction at RCAF Station Greenwood and approval has been obtained for three hundred more.

The PMQ's under construction are apartment style buildings, with four to six units in each building. The three hundred others will be

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Over seventy wives from Jameswood Park and PMQ's turned out to assist in the canvass for the March of Dimes on February 4th. Most of the ladies were from the Protestant and Catholic Guild and the Officers Wives Club. The wives who organized the tour are from left to right: Mrs. C.E. Evans, Mrs. Carroll, Mrs. R.L. MacLaughlin, Mrs. A.M. Poachman, Mrs. T.J. Bangs, Mrs. D. Cooper, Mrs. R.L. Degrave, Mrs. E.J. Haugen, Mrs. T.F. Shannon, missing from the picture are Mrs. G.B. Durrin and Mrs. P.L. Moore. (RCAF Photo)

APOLOGY

Last month's Cover Picture should have been credited to Mr. Robert Whelan of Canadair Ltd.



"Lots of books tell you how to manage after you retire. What's wanted is one that'll tell you how to manage until!"

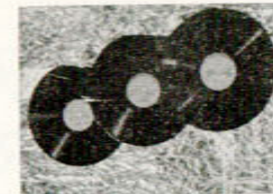
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SPORTS

AT THE HOME OF THE GREY CUP

By DOUG. WILLIAMS

BOXING

Have you ever wondered what was going on in the Drill Hall in the room near the Snack Bar? Various people use the room regularly for boxing and weight training. Tentative plans are under way for a boxing card at Station Winnipeg in the near future.

The Army at Fort Osborne held a boxing card at the end of January, with fighters from all over Manitoba competing. LAC Parsons from Stn. Winnipeg lost a close decision to Pte. Cromwell of the Army. This was Parsons' first encounter with a southpaw and in the early rounds he had difficulty in hitting his opponent.

LAC Gannon was slated to fight but no opponent was available and so he was left off the card. Both these boys have been invited to box on a card in Rivers in early February. Parsons will have a chance for revenge as he is meeting Pte. Cromwell in a return bout. Gannon will meet Gunner McLeod and it is hoped to have LAC Thompson boxing on the same card.

HOCKEY

"RCAF Buffaloes," Station Winnipeg's hard-hitting hockey team, showed considerable polish and

power on their trip to Sioux Lookout last January 24th. The Buffaloes won both games by scores of 6-2 and 6-1.

The Buffaloes were well received by the people of Sioux Lookout and the local newspaper, "Daily Bulletin," mentioned that they hoped to have the team back with more of their "fast, clean, crowd-pleasing hockey."

The Intersection Hockey Trophy will have the name of "Armament" inscribed as winners for the 58-59 season. Combines finished in second place with AOS and Dak Repair in a tie for third spot.

CURLING

F/S Ibis's rink, skipped by LAC Baskerville, will represent Stn. Winnipeg in the Western eliminations for the right to compete from Western Canada in the Annual Kingston Bonspiel.

The Airmen's Bonspiel saw 24 rinks in action on Saturday 24 Jan. Top winner for the day was LAC Charles' rink. LAC Eaton took the second competition.

SKIING

On snowy hills to the south a few ski enthusiasts have been turning out regularly. A meeting of all interested personnel is slated for

early February and tentative plans call for the formation of a ski club. Proposed activities include the use of the hill behind the Rec Centre for instruction classes, regular club outings to La Riviere, and possibly social activities on a club basis. If you miss the meeting and would like further information, call L 511.

Speaking of the hill behind the Rec Centre—have you tried sitting on the edge of the swimming pool while watching the youngsters on sleighs outside? It provides an interesting contrast as well as being plain fun to "go swimming." Why not drop in some evening? The pool is seldom crowded and is open every evening except Monday. Swim badges are available at the Rec Office.

STAMP CLUB

Effective 16 Feb. 1959 and every second Monday thereafter the Stamp Club will meet in Voxair Office at 2000 hrs. New members will be made welcome. Phone local 511 for further information.

"Where have you been keeping yourself?" one blonde asked another.

"I haven't," the other replied.

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PERSONALITY

(Concluded from page 12)

peting successfully (only 2 games lost in two leagues) as a member of Sgt. Wallace's Accounts Rink.

Another interest is Judo which he took up at St. Hubert, reaching the Yellow Belt stage of accomplishment. He has been a member

of the Manitoba Judo Club and has taken part in some Station Judo activities.

While at St. Hubert, Garnet was married to Carol Milne, a Winnipeg girl whom he met before he joined the Service. So the whole family, Garnet, Carol and their 4-month old son Farley are right

at home in Winnipeg, winters and to stay in the Service. He made Group Three on the last Trade Board. His life's ambition is to invent an automatic machine to answer F/L Sotolov's Monday morning Voxair Queries.

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SECTION NEWS

THE CROWBAR HOTEL

Contrary to popular belief, **CPL. 'GORDIE' HONE** was NOT on inventory at Station Winnipeg. This is borne out by the fact that he was, a few weeks ago, transferred to some place out in British Columbia. What is the name of that place, now? One of those little places, I believe, Ah Yes. I have it—Vancouver. (That IS in Canada, isn't it???)

That is 'GORDIE'S' home town incidentally, and I am told that when he first came to Winnipeg, he was so enthralled with the tall buildings here, the roof of his mouth was quite sunburned through his looking up at 'em. One does miss SO much when one lives in a small place, doesn't one???

If you're reading this, **GORDIE**, I'm only kidding, and all of us here at Winnipeg wish you well at your new station.

That has been the only transfer of late, although those of us who have been here some time are 'sweating' a bit.

However, we have had **CPL. CRAIG** arrive from France recently, so that even things up again.

Not too much has been happening in the 'Hotel' lately. We've had the inevitable guests—very few really, when one considers the size of the place.

We heard from our old 'Guv'nor' recently, **WO2 'BOB' HODGE**, and we're glad to know that he and his family, especially the new baby, Joy, are all safely ensconced in an apartment at Downsview.

Visitors to the Identification and Car Passes department will no longer be greeted by smiling **'RON' CAWOOD**. 'Ron' has gone back on the beat for a while, and his place inside has been taken by **LAC 'REG' BOREHAM**.

However, 'Ron' will still be very much in the public eye, for I understand he is now Business Manager of the station Drama Club. If he makes as good a job of that chore as he did when he was in the cast, no one will have cause to complain.

We've all heard about 'Schoolboy Howlers'—the replies given to school examination questions, but perhaps not quite so well known, although nevertheless just as true, are the following quotes concerning road accidents and those involved in them. Any 'copper' will vouch for their authenticity, I know.

"There were plenty of lookers-on, but no witnesses."

"To avoid a collision I crashed into the other car."

The accident was due to the other fellow narrowly missing me."

"I blew my horn but it would not work as it had been stolen."

"I collided with a stationary tree."

"She suddenly saw me, lost her head, and we met."

"I misjudged a lady crossing the street."

"I knocked over a man. He admitted it was his fault as he had been knocked over before."

And of course, there is the inevitable "It came orf in me 'and, Guv."

Currently going the rounds is the story concerning a Senior Officer, who was walking (don't ask me why) across the Intersite Road. A passing motorist (Blue station plate) proved rather careless at a 'Yield' sign, and the 'S.O.' tapped on the window of the now stationary car, and said, "You really should be more careful—why didn't you sound your horn?"

Imagine his surprise when his enquiry was met with the retort, "You silly old B———, why don't you look where you are going?"

Relating the incident later in the Mess, the 'S.O.' remarked, "I didn't mind the B——— part, it was the 'old' that shook me rigid."

Just had the 'gen' that an airwoman will be arriving at the guard house to brighten things up a bit. **AW2 RYNN**—no first name available at present, although we do know she is yet another Honour Student — that makes three here now, I think.

Before I finish I MUST tell you about a certain AFP, who just recently bought a new car. It seems he was driving his wife 'down town' when suddenly, for no apparent reason the motor quit—just like that. After the usual poking around under the bonnet—beg pardon, hood, — he irately 'phoned the people from whom he had bought the car, and they came and towed it into the service station. It was only then that it was realized the car was—**THAT'S IT—OUT OF GAS**. I must say in the AFP's defence, however, that he is an ex-Metropolitan Policeman—not ex-County like yours truly.

ARMAMENT NEWS

Greetings from the Armament section. We hope all our readers had their fair share of "goodies" during the recent festive season. We would like to take this opportunity to congratulate our **C EX-F/O MASTRONARDI** on his promotion to the rank of F/L in January.

Main items of interest in our section, both in the recent past and the immediate future, appear to be weddings, transfers, parties, and sports.

Our good friends, **BOB COLLINS** and **KEN BALKWILL**, have recently forsaken Air Force living facilities in order to become associated with the great army of "living out" personnel.

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We understand that "**BIG JOHN**" **KELLY** is also contemplating this step within a month or so, before leaving for overseas.

We have been invaded by several new personnel reporting in from course at Camp Borden, the most recent being **JOHN FISH, MAC HICKEY, TED HEGGE, RON BRUCE, WAYNE LYONS, GERRY SLUSAR, TONY CANNING, MORRIS GARDENER, SYD ROBERT, CHRIS BRUCE, ALLEN LAMBERTON, and ROY JOHNSON**. Welcome to Winnipeg, and a long and happy career in the RCAF.

A good time was had by all at the most recent party held in the bandroom on Friday 16 Jan., to celebrate the successful attainment of the Group I level by several of the boys, and also the promotion of **F/L MASTRONARDI**.

On the Sports side of the picture, we have many bowling and curling enthusiasts as well as our hockey team. I am not conversant with the standings of our bowling and curling teams, but I don't believe they have been winning all their games. Not so the hockey team, who have won all their games to this

date. "**CRUSHER**" **MACDONALD** scored an insurance goal in the last game, (his first of the season) to finish the game against Combines who were on the short end of a 17 to 2 score. "**QUINNIE**" **QUINLAN** wanted to know what a person had to do, to get his name in "VOXAIR". Well, as he scored 5 goals more or less in the less time we will give him honourable mention. — See you next issue.

PHOTO

The daily activities of personnel in the Photo section do not make for exciting copy and the writer finds it rather difficult to assemble any items that might be considered newsworthy; however an attempt will be made to give a few facts and figures:

The staff was seriously depleted within recent months by Temporary Duty, hospitalization, and release of personnel and the adage concerning the broom became quite applicable to those left to carry on but we are happy to report this situation of one person having to have a split personality in order to accomplish two jobs has now resolved itself.

The only good looking Corporal in the section **MARY BALL** has returned to us after a rather unfortunate automobile accident suffered while she was on T.D. and it is gratifying to know that she is more or less her old self once more. **CORPORAL CHUCK EDWARDS** spent a couple of months down at Camp Borden on the Photo Superiors' Course and although he was fairly handy to the Banana Belt claims the weather wasn't quite warm enough to go swimming so decided to come back to the invigorating type of weather that exists in this part of the country.

DAVE SPEARING, Bandsman, Dramatic Actor and Newly Wed has been back with us for a while now, after a serious session in the hospital and from the rather well rounded figure he is acquiring one can only assume that married life is agreeing with him.

ROY CLYNICK our long distance commuter (and I speak from experience having driven him home on occasion) is the only man I know that does his sleeping on the bus so he will have time enough to eat and change his shirt before he heads back for work.

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PERSONALITY

(Concluded from page 13)

He completed tours of duty at St. John's and Quebec City in Repatriation Depot, and Port Transit duties and went to Trenton for still another course (Flying Control) in 1946. After some time at Dartmouth, N.S., and at Summerside, his long-standing wish to be a pilot was realized when he began a pilot's course in Centralia. He graduated as a pilot in 1949. After two and a half years with the Trenton Air Armament School he was transferred to ADC HQ at St. Hubert where he spent four and a half years as Command Air Cadet Liaison Officer. He arrived in Winnipeg two and a half years ago and has spent one year on Expeditors, one year at AOS Operations before joining Mitchell Squadron.

On Embarkation Leave during the War, Larry was married to Claire Villeneuve, who though born at North Battleford, Sask., grew up in Montreal. This tour has been their first in Winnipeg and they find it a good jumping-off spot for travel, one of their chief interests. Last February the Corbeils said goodbye to the Winnipeg winter (it was minus twenty-five that day) and started South by automobile on a trip which took them as far south as Florida's West Coast. They broke into sunshine in Iowa and progressed to the 85 above temperatures of New Orleans, Pensacola and Florida's Gulf coast before returning with understandable reluctance to the wind-blown 'Peg.

Apart from a spectator interest in "all sports" and an active participation in bowling, it would be safe to say that Larry's chief hobby is travel. He likes to spend his vacations in the exploration of new places, following no fixed itinerary, no set schedule. After retirement, he would like to visit friends in South Africa, and hopes to see Europe under more leisurely conditions and from closer up than last time. When his time is up, he looks forward to a home in the Niagara Peninsula of Ontario, and work in Public Relations.

When this article appears the Corbeils will be somewhere in California, reading about Winnipeg's latest temperature-low. We wish them a somewhat envious "Happy Holiday."



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