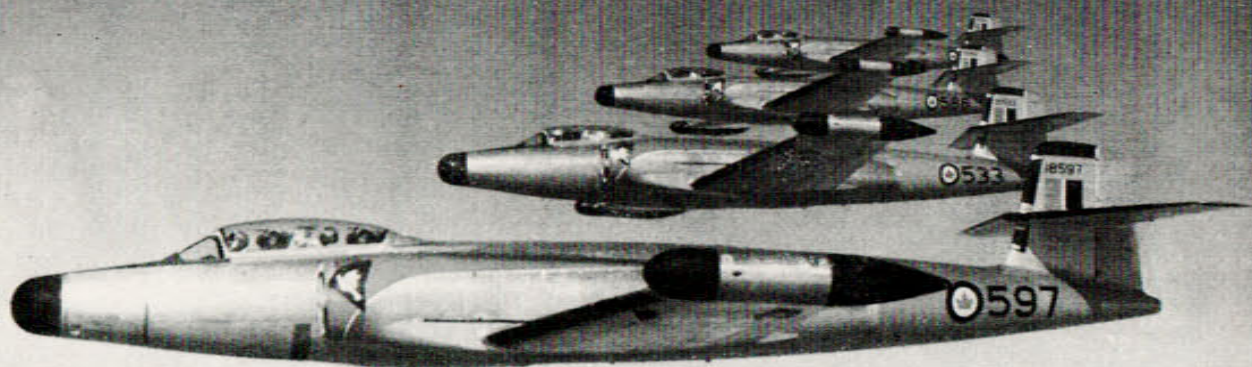


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JANUARY, 1958

PRICE 10c

Vol. 7 No. 1

# VOYAIR



*An Airforce Newsmagazine*



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(See page 22)



Bristol's Winnipeg plant undertakes considerable modification work for the R.C.A.F.'s CF-100, Expeditor, and B-25 aircraft. Components for the Navy's CS2F-1 are also manufactured here.



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AN AIRFORCE NEWSMAGAZINE

VOLUME 7, No. 1

JANUARY, 1958

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## EDITORIAL CORNER

### Creativeness and You

The year 1958 and the age of Sputnik are upon us, bringing with them a realization that individual creativeness must be given free reign in order to ensure man does not become a mere automaton in this new scientific era.

We in the service are oftentimes prone to settling ourselves into a humdrum routine, comfortable in our realization that our basic drives for food, drink, sex and habitation are met, and content to allow our grey matter to become redundant, which could eventually develop us into jellyfish personalities unable to

think for ourselves.

The only method of avoiding so abysmal a development is for all of us to re-examine our day-to-day living habits. Are we using our God-given talents to create something new, for we are all different, as God made every leaf on a tree different, and we can all therefore create different things. Whether we create in the form of woodworking, oil painting or in many other fashions, the mental gymnastics involved will make us all more mentally and physically alert.

For those of us who wish to

create by writing, you can obtain the satisfaction of seeing your creation in VOXAIR and, at the same time, benefiting our readers, who seek to better themselves by digesting your creative work, whether it be a short story, section news, or a general interest article.

In summation, I should like to suggest that you too can become a thinking, creative individual by putting your thoughts down on paper, which in turn will act as a stimulus to further creativeness and help to give you a healthy mental outlook on life.

### Wanted

ONCE AGAIN THE CRY GOES OUT — THE CRY FOR HELP.  
IF YOU CAN WRITE, TAKE PICTURES, DRAW CARTOONS,  
OR EVEN THINK UP NEW IDEAS, WE NEED YOU!

1957 was a year of progress for VOXAIR; a year of change that saw a change of command as F/O Ralph Solotov took over the reins as Editor from F/O Bob Hope, who was unable to carry on the heavy load of chores as editor due to pressing duties in his own section. 1957 saw VOXAIR win the coveted C.I.E.A. Achievement Award in recognition—not of the best magazine in the country—but in recognition of its tremendous progress in such a short period of time.

But VOXAIR is not resting on its laurels. Already new ideas have been introduced with this issue; many more are in the planning stages. Of course, these new ideas are OUR ideas, and here lies the snag: HOWINELL can we give our readers what they want if they won't tell us WHATINELL they want?

In looking for ways and means of getting this info we investigated many possibilities: confer-

ences with the section reporters and section heads; questionnaires—(these usually wind up in File 13!). None of these seem to have done the trick in the past. Then we asked ourselves: "How does LIFE get this info? or TIME? or NEWS-WEEK?" The answer was simple. These mags all receive stacks of "Letters to the Editor" each month from their readers, many avidly protesting this or that article's insinuations or accuracy. There's our answer, then. But, of course, we can't write those letters ourselves. They must come from YOU.

It is most gratifying to note that, as yet, we have received no such letters; no complaints, no sharp rebuffs to our editorial staff, no stinging rebukes from offended individuals after our many feature articles. (We thought there would be a storm of protest following Sgt. Boyd's treatment of the "Head Shed," or from the "Hustlers, Clothing, Group 3" that Ron Baynes

created so amusingly in our last issue.) Such was not the case. Not even a phone call did we receive.

Of course, "Letters to the Editor" do not necessarily have to be in the nature of complaints; much to the contrary. We like nothing better than to have one of our readers express approval of this or that little item. And you HAVE some good ideas—the little bits of constructive criticism that are hotly discussed among yourselves, but never seem to get any farther.

So here it is: If you have a complaint, a criticism, or a compliment, write it. Send it in to us. We will print it (providing, of course, that it is printable!) in a new "Letters to the Editor" column. In this way we can improve, and thus give you better service.

#### TO THE SECTION REPORTERS

To our faithful correspondents, we offer our thanks for a job well done. To those not-so-faithful, we urge you to take up the sword with

renewed vigour. To the few who have fallen by the wayside entirely, we implore you: *Get with it!* And to those who are interested in writing for us, we welcome any newcomers.

For your guidance in section-reporting, we have prepared the following list of **DO'S** and **DON'T'S**:

#### DO

- ▶ get your copy in on time. The deadline is the 21st of the month prior to the publishing date.
- ▶ type out your copy, double-double-spaced, with wide margins.
- ▶ send in photos along with your copy, wherever possible. All we require is a glossy print—no negative—any size will do, providing it's not postage-stamp size!
- ▶ remember that what seems to be an ordinary run-of-the-mill event to those in your section is NEWS to Joe Blow in Accounts. This is particularly true of the hangar-line sections. For example, 111 C&R. How many readers, indeed, would have read, with great

interest, the write-up on that search for the old man down at Kenora last fall? It's only routine stuff to YOU. Tell others about it.

#### DON'T

- ▶ send in copy written out long-hand. If you do, don't blame us for misinterpreting your scrawls!
- ▶ write derogatory statements or make unflattering statements about anyone. They just won't get into print. (*We don't want to get sued!*)
- ▶ use profanity at all!
- ▶ use dated material, unless you are writing historically. A good example of how not to write is: "Last Friday we had a bang-up Section Party..." WHAT Friday night??? Remember, VOXAIR is a *monthly*—not a *weekly*. If you use dated material, mention the date of the month, and write it as if it happened last month, not last week, because by the time you see it in print, it DID happen LAST MONTH.
- ▶ forget that we have re-write men. If you're not another Lister Sin-

clair or a Gregory Clark, don't worry about it! Just write down the facts—dates, events, comments. We'll re-hash it for you. We cannot, however, write all the section news ourselves. Use this only if you are unable to write it yourself.

▶ get discouraged with all those DO'S and DON'T'S. They're not too hard to follow, and will improve your copy immensely if you heed them.

In closing, let us once again thank all of you for your support in 1957. We really appreciated it, and hope for more of the same in '58. And now, to repeat that plea for help once more: If you can do anything that you feel would be a benefit to your Station Magazine in any way, come up and see us in the Old Drill Hall—or just drop us a line or give us a call at 216. You can't imagine the fun it can be and the sense of pride that can be derived from knowing that you have contributed in some small way to produce a really fine magazine. And start writing those *Letters to the Editor* today!

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# 111 C & R

By F/O M. HARVEY

"CBC Graphic features 111 C&R Para Rescue."

"111 C&R Aircraft search for downed flying missionary."

"CBC Television News reports 111 C&R drops Christmas clothing at Big Trout Indian Reserve."

NEWS coverage such as that mentioned above indicates that few aspects of the Royal Canadian Air Force are in the public eye to the extent of those connected with rescue and communication flight operations.

Across Canada the RCAF maintains six rescue co-ordination centres located at Vancouver, Edmonton, Winnipeg, Trenton, Halifax and Torbay. Each has its geographic area of responsibility—that of 111 C&R covering an area from the Saskatchewan-Alberta boundary on the west to the 90th meri-

dian on the east and from the American border on the south to the North Pole.

## MAP

On the First of April, 1950, 111 C&R Flight was so designated. Previously it had been known as 111(K) Flight. The Flight is under the direct operational control of 14 Training Group Headquarters and is attached to RCAF Station Winnipeg for administration purposes. It occupies Hangar No. 3 and a portion of Hangar No. 2 at Station Winnipeg. It has an aircraft establishment of 3 Dakotas, 3 Expeditors, 2 Otters (equipped with skis and wheels for winter and floats for summer operation) and 2 T33s. It has an all-ranks strength of 141 personnel, which includes 14 Pilots, 3 Navigators, 3 Radio Officers, 7 Crewmen, 5 Para Rescue and 3 Para Medical personnel.

Its many functions are implied in the name Communications and Rescue. The Communications portion consists mainly in providing transportation service for the component units of 14 Training Group: for example, 111 C&R may airlift Group Commander's Inspecting Parties, transport NATO Liaison Officers to various units, and airlift Geophysical Year Scientists from American bases to Churchill, Manitoba, and return. In addition, much of the past year's 3,748 hours of communication flights consisted of routine transport of materiel and personnel to isolated northern bases.

The rescue function may be divided into

- Pure search flights, where the object of the search is located in an unknown area, and
- Known destination flights.

During the period 1 December, '56, and 30 Nov., '57, 184 hours were spent in pure search flying time, while 245 hours were spent carrying out SARAH Testing (Search and Rescue Aid Homing), practiced parachute drops and air evacuation or mercy flights.

## SARAH

One of the recent devices which has proved of great importance in locating downed aircraft is SARAH, a search and rescue aid homing radio device. It consists of a small portable transmitter in the downed aircraft which beams a signal to a receiver in the search aircraft. Many RCAF aircraft have already been equipped with this device as part of the routine training of 111 C&R includes the testing and use of SARAH. One of the exercises in the Lake Winnipeg area consists of having the Stn. Gimli Crash Boat with a SARAH transmitter go out and hide in one of the many bays or inlets of Lake Winnipeg while



L to R, Standing at the door of the Dakota, a para rescue airman is about to jump and is shown landing in the middle scene. At the right, FS. Jamieson is shown dressed in typical para rescue gear.

the search aircraft equipped with receiver attempts to locate the boat. This and similar exercises have demonstrated the almost uncanny ability of the search aircraft to locate the transmitter site.

A glance at 111 C&R's operation logs reveals many operations such as those which follow:

5 Jun 57—F/O Jones and Constable McCallum, RCMP, searched the Starbuck area in an Otter for a mental prisoner who escaped from Headingley Jail. The prisoner was captured by a ground search party approximately eleven hours after he escaped.

27 Jun 57—F/O Achron, using a Dakota, searched an area north of Sioux Lookout for a downed Piper cub and pilot with passenger. They were located on the shore of a small lake beside a campfire. Authorities were notified and they were picked up the next day.

9 Jul 57—F/O Price and the crew of a Dakota searched Riverton to Island Lake area for a Norseman aircraft loaded with fish. The aircraft was located by a civilian aircraft and survivors were brought out by an RCAF land search team and Otter aircraft.

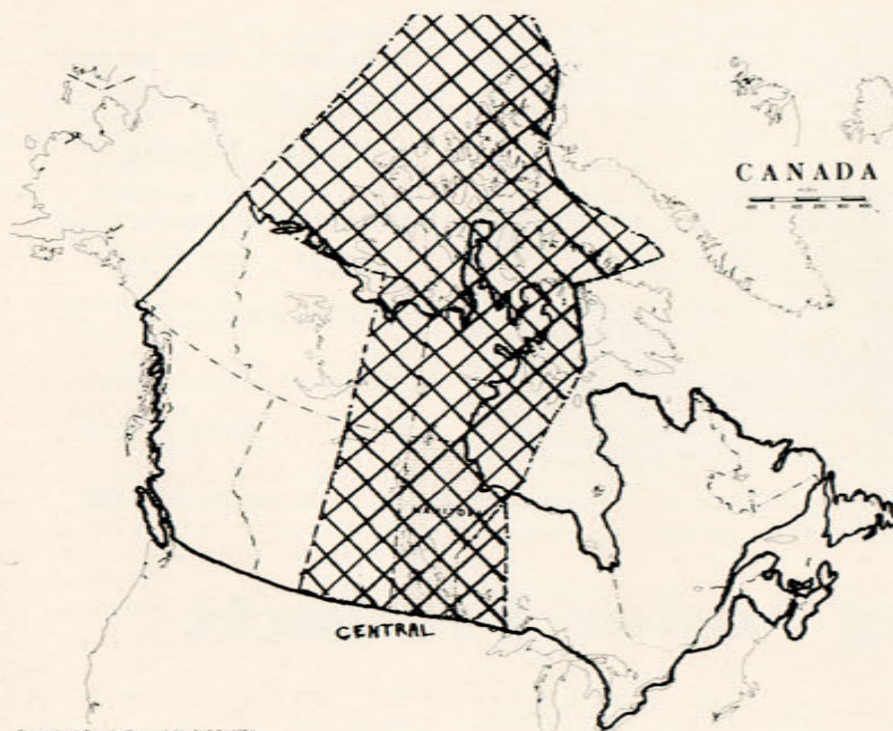
## PARA RESCUE

An important aspect of search and rescue operations involves the parachuting of personnel trained

and equipped to assist persons in downed aircraft with survival and medical aid. In 111 C&R will be found para rescue and para medical personnel.

These men have all taken advanced winter survival training and are qualified jumpers, having trained at Jasper as parachutists. When engaged in search or rescue operations requiring their services these men, sometimes accompanied by nursing sisters qualified in parachute jumping, are taken to the

scene of the accident to provide immediate help until evacuation can take place. They often form the core of ground search parties when such are required. In 111 C&R such men as Cpl. Kischel, DW, Cpl. Mathews, WE, and Cpl. Hunt, B, who are para meds., and FS Jamieson, JW, Sgt. Trent, RW, Cpl. Thompson, EA, LAC Copeland, HE, and LAC Tripp, RH, who are para rescue, are engaged in the vital task of providing emergency aid in rescue operations involving the



111 C & R Search Area in Checker Board



F/L Klein and F/O McMillan are shown with other members of the para rescue team among whom are Sgt. Trent and Cpl. Thompson and members of the land search team.

evacuation of injured or seriously ill persons from crash scenes or isolated communities spread across Canada's northland.

Cpl. E. A. Thompson, of Winnipeg, Manitoba, has spent three years with 111 C&R and is regarded as one of the Flight's top men in bush survival techniques. FS J. W. Jamieson, of Webb, Saskatchewan, with 17 years' Air Force experience, is the NCO in charge of the para rescue group.

The seven crewmen: Cpl. Cole, Cpl. Fuller, HC, Cpl. McKenzie, LA, Cpl. Roscoe R, LAC Douglas, LAC Melanson, LAC Servos, in 111 C&R, are responsible for the care and maintenance of the Flight's aircraft on the ground and in the air. Without their constant work, often under trying conditions, the operation of the search and rescue Flight would be impossible.

It is not difficult to see how each portion of 111 C&R is dependent on the other and the strong realization of this results in the units operating as a well-trained team. Heading the team is the Officer Com-



111 C & R Crest

manding 111 C&R Flight, S/L H. J. Galen, who took over command of the Flight from S/L W. H. Nickel on 25 April, 1957. S/L Galen was transferred from Stn. Rockcliffe, has 17 years' experience in the

RCAF, and comes from Southey, Saskatchewan. Among the pilots of 111 C&R are F/O Des Price, formerly of the RCMP and the interior of British Columbia, who is now an Otter pilot; Alex. Milloy, who gained northern experience with 408 Reconnaissance Squadron, and F/O Fred Maddex, of Vermillion and Wainwright, Alberta.

These and other pilots, the navigators and radio officers, are the men who actually fly and search, and as such play a vital role in the Flight's operations.

The twenty-four hours a day, seven days a week vigilance which is required of the personnel of 111 C&R is often taken for granted. It is one of those organizations that provides protection: protection against isolation and protection in times of emergency. It also carries out its day-to-day routine transportation tasks with quiet efficiency. In doing this work, 111 C&R, along with the other Search and Rescue Squadrons of the RCAF, has built up a record that is a source of pride to all of us in the Service.

# FOOD



# Services IN THE R. C. A. F.

by

WING COMMANDER M. ST. C. CLARK  
Head of the Food Services Branch, R.C.A.F.

## Introduction

It is to be doubted if many of the men and women in the R.C.A.F., eating their meals in Air Force dining rooms ever give a second thought to the complexity of feeding a military force. Even fewer stop to reflect that the aim in feeding an armed service is to guard against the impairment of either health or efficiency that would result from an inadequate or improper intake of food. What Air Force personnel do know, however, is that they enjoy good food and that they appreciate eating their meals in a pleasant environment. Acceptability of food is recognized as the paramount factor in the good nutrition and high morale of Service personnel. The activities of the Food Services Branch are therefore concentrated both on the provision of highly acceptable meals and on the means by which they can be provided, not only in the "static" unit, but in every circumstance dictated by the exigencies of the Service.

No hit-and-miss formulae can be applied to mass feeding if it is to be effective and if the results are to be satisfactory. Every aspect of the problem must be studied, planned for, and controlled.

Three guiding principles govern the provision of food to Service personnel in Canada today:

- ▶ The food must be compatible with the Canadian standard of living.
- ▶ The food must provide the nutrient elements essential to the maintenance of top physical health and efficiency.
- ▶ The entitlement of food must be equivalent for the Navy, Army, and Air Force, in all circumstances where similar food requirements will suffice.

The co-ordination of ration requirements is an inter-service activity carried out by the Joint Services Food and Nutrition committee, a sub-committee of the Principal Supply Officers' Committee. The Defence Research Board Panel on Nutrition, composed of civilian medical and scientific advisers, meets regularly to advise on specific nutritional requirements for the Serviceman.

## Rations

With the introduction of the revised ration scales in 1949 a new principle was established in feeding all members of the Canadian armed forces. No longer were N.P.F. (non-public funds) grants from Army and Air Force stations necessary to supplement the basic ration: the obligation for the provision of food became, for the first time, entirely a public commitment. This in itself was a great step forward.

Ration requirements vary constantly, and the changes have to be planned and provided for. For example, there is no need to remind those who have undergone training at the Survival School that the minimum planned intake is 600 calories per day. The high-carbohydrate confection, commonly known as the AFFP1, is survival feeding in the true sense of the word — small snacks which provide those food elements most likely to protect the survivor and bring him through the period of privation.

At the other end of the food-ladder is Ration Scale 3, issued to isolated northern detachments, with a maximum caloric value of 5,000 calories. Between these two extremes there exist several other ration scales, all of them for specific uses. Air Division units draw U.S.A.F. rations, which, with slight modifications in items normally issued to U.S. personnel, have proved to be very satisfactory.

The most flexible and the most widely used ration is R.S. 1 (Ration Scale 1), which provides a cash allowance for purchase locally of commodities which add variety and zest to the meals. The most costly rations, and the most non-perishable and compact, are the Canadian Five-Man Ration Pack and the Arctic One-Man Pack.

The actual supply of rations to the Air Force is, of course, the responsibility of the Royal Canadian Army Service Corps. The food itself, however, like other material and supplies, is purchased by the Department of Defence Production in accordance with specifications laid down by the user. The Food Services Branch is represented at meetings of the

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Canadian Government Specifications Board, where food specifications are detailed, and is consulted in the selection of the grades and types of food to be stocked. As the user the R.C.A.F. is also responsible for reporting complaints to the Army for investigation, re-inspection, and correction. Quality control food is thus ensured by the co-operative effort of these various agencies.

### *Research and Development*

Numerically, the heaviest commitment for feeding R.C.A.F. personnel has been carried out in the static situation. A great deal of emphasis has been placed on this type of feeding, and considerable improvement has been made. New concepts of mobility, as well as the requirements for small isolated detachments, dispersed squadrons, or flight feeding, can change the picture abruptly. Means of providing food in modified forms have to be developed from time to time to ensure a feasible logistic support.

The necessity for a food research and development organization to assist and advise the three Services was recognized in 1950, when the D.R.B. Food section was authorized. Now, for the first time in the history of the Canadian Services, there is an organization, staffed with scientists and technical specialists, which can carry out original research into food problems and "vet" development in the whole vast area of food science and food technology.

Food is notably subject to rapid deterioration; it is heavy, bulky, and requires a great deal of time and a great number of people to process, prepare, and serve it. On operations, it may be essential to support Air Force personnel, even if only for short periods, with foods which are provided in the form of ration packs, or with food that is pre-cooked, dehydrated, or pre-processed in any of a number of ways, in order to cut down the bulk and weight and also the number of support personnel required for its preparation. The field of food technology is advancing quickly, and it is the responsibility of the Food Section to keep the Services informed of these advances insofar as they can be applied to Service requirements. Since this area of activity cannot be segregated from the civilian food industries, and since so much can be gained from their experience and knowledge, a Defence Research Advisory Committee on Food Technology has been set up. Its meetings, like those of the Panel on Nutrition, are attended by Service representatives who gain a great deal from the exchange of information and ideas and are able to present their problems at first hand.

### *The Service Kitchen*

Any consideration of the provision of meals will inevitably lead to the important subject of accommodation. Out of the Second World War kitchen came millions of meals, and no one will discredit the noble role it played. Nor will anyone concerned with food services or construction engineering during that era ever forget what a trouble-maker it could be. The wooden construction was a haven for dry-rot and cockroaches. The flooring was continually under repair; paint jobs were always under way. Condensation and lack of ventilation provided working conditions almost intolerable to the staff. The bake-

ovens, no matter how tenderly cared for, burned food just as readily as they baked; ovens intended for roasting could often barely warm a plate. Grates collapsed, and the continual outpouring of ashes tried the patience of the most saintly.

Today's modern kitchen, on the other hand, is a pleasure to work in. It has been planned functionally around its requirements. It has all the necessary working areas and adequate refrigeration. It is cleanable and durable, has good lighting and ventilation, and its various working areas have been related with ease of operation in mind. Possibly its greatest boon is to be found in the modern thermostatically controlled bake-ovens, roast-ovens, griddle tops, and ranges. Canopies are designed to withdraw heat; no longer are there vast areas of overhanging and inadequately ventilated metal sheets resembling mediaeval torture-chambers, under which personnel worked and sweltered. Having known the inadequacies of the war-time mess so well, the Food Services Branch was more than enthusiastic when asked to co-operate in the preparation of the plans for the permanent standard accommodation.

In terms of manpower, food-service activities make no small demands. In fact, they require a substantial percentage of the total personnel on any unit. Every possible means must therefore be found to make the maximum use of mechanical equipment and, by employing only high-quality equipment, to minimize the maintenance required for it. This guiding principle is now accepted by all three Services when inter-Service scales of issue are recommended by the Joint Services Food and Nutrition Committee. As in the case of food, definite standards are established to control the purchase of equipment either by the Directorate of Inter-Service Development or by the Canadian Government Specifications Board in co-operation with D.L.D. The user is responsible in this instance also for the initial selection of the standard and type of the equipment, as well as for laying down its functional requirements. Service kitchens are now entitled to a full line of equipment such as would be found in any modern civilian installation.

### *Management*

No one who has had any experience in the field of preparing food in large quantities will ever deny the importance of adequate food supplies and first-rate production facilities. However, the best material resources and rations possible will not, of themselves, ensure good meals. The "priceless ingredient" of the good meal is, and probably always will be, the human element: the skill and enthusiasm of the cooks and the food services attendants, the N.C.O. supervisors, and food services specialist officers.

Badly manned food service installations in Service or civilian life are extravagant, inefficient, and invariably productive of poor meals. There is just no magic wand which can be applied to food services. Every single aspect of the many problems must be analyzed, evaluated, scheduled, and controlled; all the principles of Service management must be put into effect in the organization, supervision, and delegation of work. Consistently good

meals have never been turned out by providing staff under a roster-system; hundreds of thousands of dollars worth of food can be wasted annually if any part of its preparation or service is delegated to the untrained or the unwilling. Food, if it is badly prepared or shamefully served, has gone through every process of production, processing, grading, packaging, purchase, and transportation, only to find its way, uneaten, into the garbage pail — thus failing completely in its purpose of nourishing those for whom it was intended.

The RCAF, appreciating these facts, recognized food services as a specialized commitment when it established the Food Services Officers' List and provided top grouping for the highly qualified N.C.O. Food Services supervisors and superintendents. It also opened career fields for personnel engaged fully in the food services trades and it established position for the employment of full-time civilian workers in addition to Service men and women.

No one will dispute the statement that good management is the keynote to the success of any operation but what does "management" mean as applied to food services? It means the never-ending process of planning by the hour, by the day, by the week, and by the month, for each of the 365 days of the year.

The menu is the basic planning-tool; while it ensures the variety and adequacy of meals, it also dictates the work-load of the kitchen, and must take into account the working capacities of staff and the limitations of equipment. Organization charts, duty analyses, work-sheets, shift and leave schedules — must be prepared. Production control must be effected by the use of standardized recipes and standard techniques. Supervision must be provided. Time schedules must govern food production to ensure the freshness of the food and the retention of its nutrient qualities. The heavy N.P.F. commitment in the Air Force today, as well as the introduction into the ration scale of a cash allowance, requires a full knowledge of meal costing, budgeting, purchasing, and cost controls.

The local supervisor must set the food standards and ensure that they are maintained. He must also know how to deal with daily grievances of his staff, he must understand the technicalities of obtaining rations and supplies, and he must be thoroughly familiar with all aspects of food sanitation. The initial indoctrination of the worker is another of his responsibilities, and he must see that the endless process of on-the-job training is carried out and that trade advancement classes are not neglected. When he knows and does all these things, his efforts are reflected in consistently good food, in the high morale and productivity of his staff, in clean kitchens and dining halls, and in well ordered and controlled food supplies.

Fortunately, there are many men and women who have aptitudes and real eagerness for food work. Given a favourable working environment, a clear statement of their duties and responsibilities, and an understanding of the aims, such people will constantly improve their techniques. Whether they cut meat, bake, roast, broil, prepare vegetables or salads, or whether they clean, scrub, wash dishes or serve

food, they are doing an essential and worthwhile job. Canadians are far behind Europeans in giving recognition to the accomplishments, skills, and artistry of those engaged in the preparation and service of food. None the less, we have numerous tradesmen and civilians in the Food Services Branch who have been with the RCAF for many years. This can only mean that somewhere along the line someone has said: "Joe, that was a really good apple pie!" That is the type of comment that keeps food services personnel with us and ensures that the next time the apple pie will be even better.

With the rapid developments taking place now in the fields of food technology and mass food-processing, the large-quantity Service kitchen of the future may have many reduced functions. It is quite conceivable that frozen pre-cut or freeze-dried meats will be used entirely — that prepared mixes will be in common use in the preparation of baked products. It is possible now that radiation preservation of foods will reduce substantially the requirements for refrigeration. The day may also come when the rations indent will be used to draw 1000 pre-cooked frozen dinners or 1000 pre-processed dehydrated meals ready for flash-rehydration and heating. In 1958, however, we are still some years from the realization of such concepts.

Today, the Service kitchen is still a large manufacturing and food production centre. An RCAF unit with an average ration strength of 1000 personnel serves more than a million meals a year (from public sources) at a cost of approximately \$350,000.00 for food alone. Add to this the food purchased, cooked, and served for casual meals and social functions, and the total raw-food cost is more likely to exceed \$400,000.00. When one considers that food costs represent only about one-half of the total related expenditures for meal service, it will be appreciated that the operation of the RCAF's 126 kitchens is an expensive business.

### *Training*

In order to man the many food services installations with efficient and well-trained tradesmen, No. 1 School of Food Services was opened in 1954. The school is operated as a simulated RCAF mess. The tradesmen actually engaged in the preparation and service of food are given instruction in large-quantity food production, while the senior N.C.O. supervisors and superintendents are provided with a refresher course in the techniques of kitchen and dining room management. The benefit of this type of training is becoming more and more evident throughout the RCAF today.

Although the Air Force enjoys an almost across-the-board reputation for its food services, this is not a situation which can be accepted as permanent. Effort cannot be relaxed; in a matter of weeks standards can change with alarming rapidity. A recent conference of the Command Messing Officers revealed many focal points for attention. One of considerable urgency is a revaluation by units of the essential and non-essential commitments imposed on a staff provided to meet only the public-fund food requirements. Another to be emphasized is

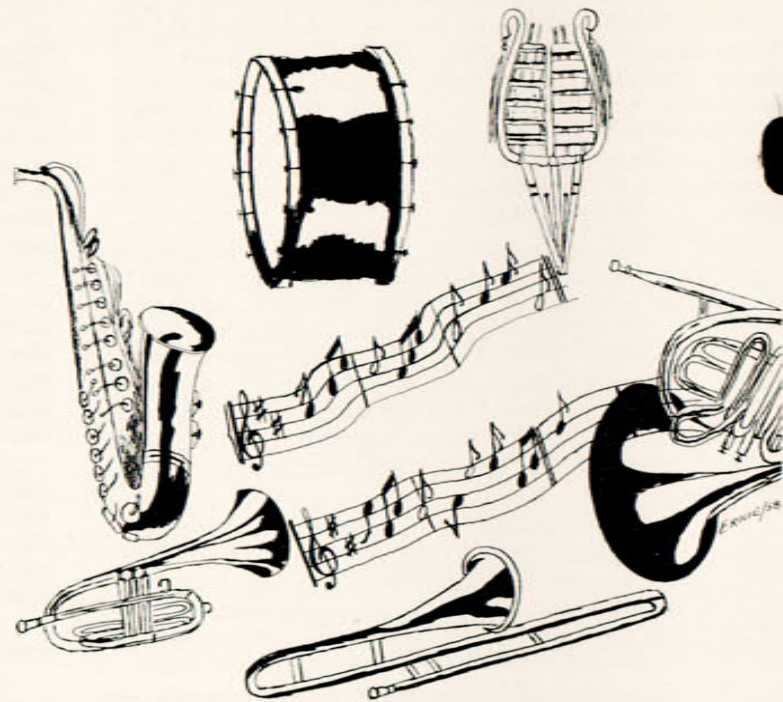
(Continued on page 11)

# THE R.C.A.F. STN. WINNIPEG BAND

by Cpl. BILL BAMBRICK

## EXCERPT FROM CONN'S BAND RULES AND REGULATIONS

"The step played by the drummer is always wrong; every man on parade should voice his opinion on this subject."



Winnipeg's youngest member of the great brotherhood of Military Bands, the RCAF Station Winnipeg Band, has quite an interesting history. It was not always the fine band that attained the outstanding mark of 84% at the Manitoba Music Festival in 1956, or the band that flew, by special request, half-way across the continent to play for a huge Rodeo out in the Rockies. These things came much later.

Early in 1952, with memories of the rampaging Red and Assiniboine rivers still fresh in the minds of many Winnipeg airmen who had loaded sandbags along the dykes, a small group of would-be musicians got together to form our first Trumpet and Drum Band. A Trumpet and Drum Band, to those unfamiliar with musical jargon, is a form of Bugle band. While very limited in technical potentiality, this type of band is the very essence of what all old soldiers hold sacred — the colourful splendour — the pomp and ceremony of soldiering; a sight to stir the imagination and set the foot tapping. These, unfortunately, were not quite the emotions their music inspired from early audiences, many of whom were most vehement with their protests as budding young trumpet virtuosos set barrack walls reverberating with notes of questionable origin in the wee small hours of the morning.

Under the able coaching of Bandmaster Rudy Handel, (then Cpl.), the sour notes gradually diminished and the band began to sound a little more like what it was supposed to be. Up to this time, practises had consisted of a daily hour-long session in the old theatre. In the spring of '52 the idea was put forward by the supreme powers that it might be a fine show if the band could attend parades. With

the inception of this policy a Drum Major was added to the ranks: none other than Cpl. Bill Campbell of the Rec. Centre. Under his ardent persuasion the aspiring young minstrels were taught Air Force left and Air Force right and all those intricate little movements that one can make when one learns the difference between the two.

The band grew rapidly as the appeal of making music caught fire and spread. As talents developed, so also did interest in good music. Many Winnipeggers will long recall the stirring sight of the, by that time, well-known band leading the RCAF contingent up Portage Avenue for the gala parade heralding the Coronation of Queen Elizabeth II. By then the band had reached its peak. Many of us, dissatisfied with the limitations imposed on a musician by the simple one-valve bugles, began to buy our own instruments. Some of the members of the band were already accomplished musicians from previous associations with bands in civvy street. Included among these were Bud Miller, former trumpeter with the famous Kamloops High School Band; French Hornist Mickey Kostelnik, from Coleman, Alberta; Euphonium-player 'Ick' Richmond, another former member of the Kamloops Band; Frank Teoli, Tenor Saxophonist, formerly with the Navy; and many, many others too numerous to mention here. And so the swing to good music began. Within six months the various music stores in Winnipeg had done a considerable bit of business and the ranks of 'non-conformists' (lovers of good music) had swollen to include some four or five trumpeters, a tenor saxophonist, a French Hornist, about seven or eight clarinetists, an euphonium player, numerous drummers, and of course, yours

truly on the slide trombone. (*Chicago style!*)

Death came to this band of thirty-six men in the late summer of 1953 as, with the advent of Trans-Canada Airlines' new contract for maintenance on Service aircraft, our musician-mechanics were no longer required in such great numbers here. Many of us, writer included, went to the newly-formed Base Maintenance Unit at Portage la Prairie where we immediately joined the Portage band to keep up the practise. In Winnipeg, all that remained of the band was a nucleus of some twenty men — some really talented, some just beginners.

The rebirth of the Winnipeg Band came in February, 1954, as Training Command Band's accomplished French Hornist, Sergeant (now FS) 'Gordie' Rowe was transferred out here to take over as Bandmaster. His first duty was to re-organize the old Trumpet and Drum Band. As such, the band developed and drew considerable admiration and respect from their now-appreciative audiences until, in March, 1955, authorization was finally obtained from AFHQ to form the RCAF Station Winnipeg Military (Brass and Reed) Band, and the long-awaited instruments were purchased to the mutual satisfaction of Gordie and his 'lads' as he fondly calls them. To quote Gordie's own words: "Those Trumpet and Drum bands are alright, but let's face it, man: this is music!"

The new Military Band progressed rapidly. In April, 1956, the band walked away with top honours at the Manitoba Music Festival with a significant total score of 84%. Trumpet Soloist Bud Miller, one of the originals of '52, went the band one better by taking first place in the Trumpet Solo class with his 84% tally. At the annual Waterloo (Ontario) Music Festival in June, 1956, in competition with the top Military Bands of their class in the country, the Winnipeg Band came through again with flying colours as they tied for third place — a remarkable feat for a band that had purchased their instruments only fifteen months previously.

Since then the band has swelled its ranks to its present complement of thirty-eight musicians. It was last April that the writer returned to the Winnipeg Band, after 3½ years' absence, this time playing the tenor saxophone. We have had a very good summer this year, with the trip out to Coleman, Alberta, to play for their annual rodeo, a highlight. (See VOXAIR — September). On the 21st of August the

## FOOD SERVICES—Continued

flight feeding. More guidance is now planned for the benefit of the hospitalized patient, as it is well recognized that his return to health can be hastened by ensuring an optimum level of nutrition or a modified dietary regime. In either case, his stay in hospital can be rendered considerably pleasanter by the provision of personalized meals of top quality. The new jets of high-performance aircraft are now being called on to select meals from foods which will best ensure their maximum physical efficiency on the ground and in the air. Food services personnel will have their imagination and resourcefulness taxed in the extreme to ensure that such food modifications as may be required for aircrew are always available at the right time and place.

band staged a concert for the patients of the Princess Elizabeth Hospital here in the City, many of whom were the victims of that tragic polio epidemic in '53. More recently, on the 21st of September, the band, together with RCAF bands from Gimli, Portage, MacDonald, Penhold, and the world-famous Training Command Band, from Trenton, combined to put on that tremendous spectacle that was Air Force Football Day at the Winnipeg Stadium . . . the day the Bombers trounced the visiting Stampeders so decisively!

According to FS Rowe, the only deterrent to the band's becoming the Nation's finest is a peeve that plagues all voluntary Service bands: the unending procession of people being moved in and out by postings and transfers. It seems that every time he gets a really fine group of musicians gathered together a timely signal comes in and half-a-dozen technicians are moved out from under his nose. Be that as it may, Gordie has a fine group together right now, and fervently hopes that he will be allowed to keep them for a while. "Of course," he explains, "we can always use more talent." Anyone who has an interest in music is welcome; just drop over to the Band Room (Bldg. 24) any day, Monday to Friday, at four o'clock when the band is rehearsing, and we'll accommodate you. Experience is not necessary — just the will to learn!"

The band's recent Christmas Party, held in the Band Room on the 13th of December, was a marvelous success. The wives of the many married bandsmen combined all their efforts and came up with a candlelight affair that was really impressive. (They even went as far as moulding their own decorative candles). Everyone present expressed sincere hopes that more of the same will be forthcoming, and received emphatic assurances from the ladies that such would indeed be the case — and soon! *Join NOW and get in on the fun!*

As to the band's future plans, nothing definite has been arranged in the way of special engagements. The hard work continues (which includes one hour of practise every day, and countless hours of weekend parading on and off the Station). There will be many more parades to play for up Portage Avenue and elsewhere in the City, and perhaps another crack at that elusive Canadian Championship at Waterloo some day.

## Conclusion

We have tried here to show that food work is not quite the simple process — dull, monotonous, and repetitious — that some think it to be. Food services personnel know that it is a hard, demanding occupation, calling on every bit of patience, energy, imagination, and initiative they can muster. At the same time (and most of them will admit it) there is still "a job in cooking" and a great personal satisfaction to be found in contributing at all levels to such an important and indispensable support element of the RCAF. As long as their enthusiasm is fostered and their activities are fully supported, complacency and indifference are unlikely to set in, and the men and women of the Air Force will continue to be among the best-fed men and women in the world.

# AFTERMATH

By SGT J. D. BOYD

The somnambulistic attitudes that present themselves in the person of individuals attempting to carry the frame in an upright position while the mind remains in a state of repose may be considered the effects of too much activity crammed into too short a time.

The Boyd's eye is not too perceptive as it gazes languidly through rim-red lids at the passing parade of confused, blurred images; it cannot penetrate the opaque baffle that appears to be pulled down on the window of the mind. Out of the fog that seems to prevail in spite of repeated head-shakings, someone, somewhere enquires: "Have a Good Christmas and New Years?" . . . Years of practice in the art of prevarication allows one to give the somewhat erroneous answer: "Wonderful."

Playing a game of tag with countless vehicles in the twilight hours in search of a bit of sparse vegetation of the evergreen variety, and ending up with a specimen that looks like something left over from the Christmas previous (general appearance: that of a well-worn corn broom) can prove a little trying. Thus, armed with an item that is a potential fire going somewhere to happen, one heads home with the "Tree."

That hacking at the scrawny lower branches and cutting the trunk, or should we say stem, at the prescribed angle prior to anchoring the shrubbery in a stand is exciting goes without saying. Then comes the period of convincing oneself that it doesn't look too bad; the decorations should cover those slight gaps of one or two feet that appear in between the branches.

Decorating the tree is a major operation involving all hands; in spite of several interruptions for the purpose of removing broken glass from the rug caused by tree ornaments that just don't bounce like they used to, the job is completed. Everyone waits expectantly for father to throw the switch that will illuminate their handiwork. With exclamations of satisfaction it can now be assumed that all is in readiness for the annual visit of the white-bearded gent. The children are all tucked snug in their beds while father is down in the basement wrestling toys and sundry items out of the locker space with about as much dexterity as an elephant attempting to climb through a ground floor window. The sounds emitting from the cellar during the process causes the better half of the household considerable concern as the children might be disillusioned to find that Santa wears fatigue pants and sports a clean-shaven physiog. The toys are placed, the stockings filled; thence to bed with visions of an early morning rising.

In the half light of morning some wee soul peers over the side of the bed and says in a voice that would be heard in the farthest reaches of a sleep-filled mind: "He's been here." The "he" is well understood, and with resignation one awakes to a day of utter confusion, given over to the children. The beldam that accompanies the opening of the gifts is not unlike the sounds heard from a boiler factory, and debris that litters the living room looks like it had been whipped up by a high wind.

It seems that the average "intel-

ligent" (this is said with a certain amount of reservation), human being assumes that the holiday season is a period when one should try to prove the age-old adage "Eat, Drink and be Merry" to the fullest extent: usually with disastrous results. Why is it that a person who wouldn't normally eat a pound of nuts in a year proceeds to prove that the squirrels are second raters compared to him; if the amount of shells being crushed under foot are any indication we might be inclined to agree. It might interest the self-same individual that the producers of liquid heat have a slight edge in the production department over his consumption; however, our hero will attempt to prove he can give them more than a run for their money.

A twenty pound turkey graces the festive board, and from the appearance one assumes that the butcher has made a mistake and sent along an ostrich. Here again a situation presents itself that is at best sheer folly: a man with a two-pound capacity attempting to put himself on the outside of the greatest portion of a beast that in life would have tackled him single-spurred and come out on top. The dropping in of friends that necessitates the consumption of more refreshment leaves one with the feeling that at any moment there will be a violent internal explosion which will erupt leaving no trace of the individual. The effects of all these activities, all the eating, drinking and being merry in general, leave a person with that after-the-festive-season deflated feeling that is hard to overcome; this, then, is the aftermath of the holiday.



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*Personality*

F/O R. R. HILL

Upon receiving his "B" Wing he immediately joined 424 Bomber Squadron in Britain, later transferring to 415 Squadron.

From '42 to '45, after completing numerous sorties over enemy territory, he was awarded the Ops Wings. "It was close a few times" Bob recalls, "but we managed to pull through alright — LUCKILY," he added.

After demobilization in 1945, he commenced a course in pharmacy at the University of Saskatchewan. The diploma obtained, he then put his knowledge at the service of a civilian drug store for four years.

In 1953 service life attracted him again, and after re-enlisting, he was transferred to Fort Nelson where he filled prescriptions for approximately two years prior to arriving in Winnipeg.

A married man, Bob is the proud father of three charming girls, two of whom are of school age. His favorite sport is hockey, but he is also currently seen bowling in the ranks of the station team.

When asked to comment on his pet pieve, he immediately replied: "The drugs the M.O. prescribes for you when you're under the weather!" Even though he mixes them himself, he explains, he just can't get to like the stuff.

F/O Bob Hill, our genial station pharmacist, has been in our midst since July 1955. Hailing from the grassy Saskatchewan plains, his

initial contact with the RCAF came at the age of 19, when upon completion of high school, he joined the service to train as a Bomb Aimer.

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Among the heaps of large ledger books, piles of paper, typewriters, adding machines and various sizes and shapes of bodies (human and otherwise), which figure in and are confused with the Accounts Section, none is more confused or figures more than Sergeant "Bud" Dann, the NCO i/c of NPF accounts.

Bud was born at Vancouver in 1929, but came to Winnipeg with his family before starting school, thus receiving all of his education at the Daniel MacIntyre Collegiate here in Winnipeg. Having completed his schooling he worked in the Accounts Department of the CPR for two years before enlisting in the RCAF in 1949.

The first five years of Bud's service was spent here in Canada. He was at Camp Borden for the first year, then at Hamilton for two years, followed by two years at Gimli. From Gimli, Bud went to North Luffingham, England, for one and a half years. When the Wing he was with moved to Marville, France, Bud went along—to keep the NPF accounts in order.

In November 1955, Bud returned to Canada and to Winnipeg as NCO i/c of NPF Accounts. Along with the scores of accounts that Bud juggles, he takes a particular interest in the Voxair account, which is heartily appreciated.

*Personality*

SGT. L. A. DANN



Sergeant Dann is married and has two children—Alison, 3, and Roberta, 8 mos. During his off-duty hours, Bud finds time for bowling, hockey, and basketball. What he did during his leisure time for the past eight years in the Air Force

Bud will not say, either because he thinks it too embarrassing to tell, or because he is too modest; but we think he could tell some very interesting tales (especially of the European tour); however we shall leave him with his secrets.

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VOXAIR VIXEN

*Shirley Duncan*

Here is another first for Voxair—a flaming red-head that looks like a dream in her nurse's uniform. This talented Miss designs her own clothing to enhance her brown eyes and 38-24-37 figure.

Photo by Cpl. D. Askett

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Winnipeg

# NEWS

## STATION FUND SPREADS XMAS CHEER

by RON BAYNES

### BEAUTY



Brunette and bountiful Dianne Foster is our beauty for this month who has the eye-appealing format.

—From: Warner Bros. Studio, Burbank, Calif.

In these days of red-nosed reindeer and Santa Claus Parades, one may be excused for sometimes wondering whether the true spirit of Xmas may not have become lost in the shuffle.

Proof to the contrary is refreshingly present in the action of Station Winnipeg personnel who this year allotted a generous portion of their Station Fund resources usually used for Service children's parties to purchase Xmas food hampers for needy families in this area.

The hampers, twenty-three of them, were packed and shipped by airwomen of this unit (whose pictures appear below), and were delivered by panel trucks to the homes of the recipients on the afternoon of December 20th.

Originator of the hamper idea and supervising its planning and execution was (most appropriately) F/L E. H. Christmas. F/L Christmas explained to Voxair that the names of the recipient had been furnished by the Christmas Cheer Board of Greater Winnipeg, a red-feather agency which acts as a sort of Clearing House for Xmas donations, establishing the need of each case and trying to make sure that no one is forgotten.

Each hamper contained:

- 1 12-lb. Turkey.
- 1 Tin Cranberry Sauce.
- 1 Doz. Apples.
- 1 Doz. Oranges.
- 2 lbs. Sweet Potatoes.
- 10 lbs. Potatoes.



Cpl. D. Askeff

L to R: LAW Gerry Baker, AW Joy Yeroba, LAW Marg Rattray Cpl. Mary Ball are shown packaging hampers for needy families.



Cpl. D. Askeff

F/L Christmas and LAC Kilroy are shown busily engaged in sorting hampers.

- 3 lbs. Cooking Onions.
- 3 lbs. Carrots.
- 2 lbs. Corn.
- 2 lbs. Candy.
- 1 lb. Table Nuts.
- 1 Fruit Cake.
- 1 Fruit Pudding.
- Brown Sugar.

In addition, each family received gift certificates entitling them to purchase items to their liking.

The hampers and certificates must have done much to brighten the season for these families, as must have the realization that the spirit of Xmas still thrives.



Cpl. D. Askeff

Rear Row, l to r: Carol Findlay, Patricia Hamilton, Lynne Irving, Dianna Saunders, Paulette Carrière, Cheryl Rowe, Shirley Thomas.  
Front Row, l to r: Mrs. A. O. Oram (District Commissioner) Barbara Brego, Lynda Bates, Lee Carlson, Nancy Robinson, Judy Lindsay, Mrs. J. M. McArter (Guide Captain).

Ten guides of the 94th RCAF Company received their Tenderfoot pins at a recent ceremony. Mrs. A. O. Oram, District Commissioner, presented the girls with their pins.

At the same ceremony Joanne Galbraith, Andres Moore, Carol Meyer, Christine Buck, Suzanne Learmonth, Joan Learmonth, Gail Williams and Karen Slaght received their Second Class Badges, a goal toward which the girls had

been working for several months. To qualify for this badge each girl must know and have knowledge of Out-door Life, Handicraft, Health, and how to give service in her community.

Following the ceremony the parents were invited to remain for tea during which the girls had a Handicraft and Candy Sale, the proceeds of which go toward the purchase of their Girl Guide World Flag.

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Cpl. D. Askett

These fourteen Scouts from Stn. Winnipeg PMQ area are pictured during the Scouts Going Up Ceremony.

**BRITISH CONVAIRS MADE HERE OFFERED RCAF FOR DAKOTAS**

The English Electric Company, one of Britain's most versatile manufacturers, is trying to sell the Royal Canadian Air Force on the idea of replacing the 100 or so Dakotas in the Air Transport Command with twin-engined Convair powered with the new Eland turboprop engine. This was disclosed to some members of the Canadian trade mission today as they inspected a segment of the company's big plant.

**U.S. MAY BUILD \$50,000,000 CANADA MISSILE BASE**

At a cost of \$50,000,000 the first intercontinental missile base on Canadian territory may be constructed here by the U.S., according to rumors which military authorities will neither confirm nor deny. For five years a squadron of the strategic air command of the Eighth U.S. air force has been stationed at Frobisher. A scant half-hour separates New York from Moscow. For Toronto or Montreal the time lag from Russian base to target is a minute or so less. Anchorage, Alaska, and Thule, Greenland, are mentioned as other missile bases. But the bay named after Elizabethan explorer Sir Martin Frobisher, who led three expeditions here 350 years ago in search of the Northwest passage and gold, occupies the ballistic spotlight today. A long-range missile pit on sparsely populated Baffin Land would serve as a nuclear police club over densely populated areas of Russia within a range of 5,000 miles.

**SUNDAY SCHOOL CHRISTMAS CONCERT**



SGT. GREG. ANAKA  
Sunday School Superintendent

At 2 p.m. Sunday, 22nd Dec., the Station's new Cinema was the scene of the Protestant Sunday School Christmas Concert. The children were full of anxiety, what with trying to remember their lines and seeing that they had all their props and costumes, while wondering what Mom and Dad were going to think of their performance.

As it was, the concert went off exceptionally well. Of course there were some that had a bit of stage fright, but considering that it was the first time on stage for a few of them, the children are to be congratulated on their performance.

The concert opened with a greeting from Padre J. Irwin, followed by a variety of skits, carols and pageants. The "actors" ranged in age from the three and four-year-old Nursery class on through to the twelve-year-old girls and boys. Spiced in between with special selections from the Choir, which consisted of girls and boys ranging in age from nine to thirteen, the Concert was a marvellous success.

After the Concert was over an assortment of gifts were distributed to all the children. A pleasant afternoon was had by everyone present.

Varied scenes from the Protestant Sunday School Christmas Concert held on Sunday, 22 Dec. Mom and Dad should have fun looking for their yung'un.

Photo by Cpl. D. Askett



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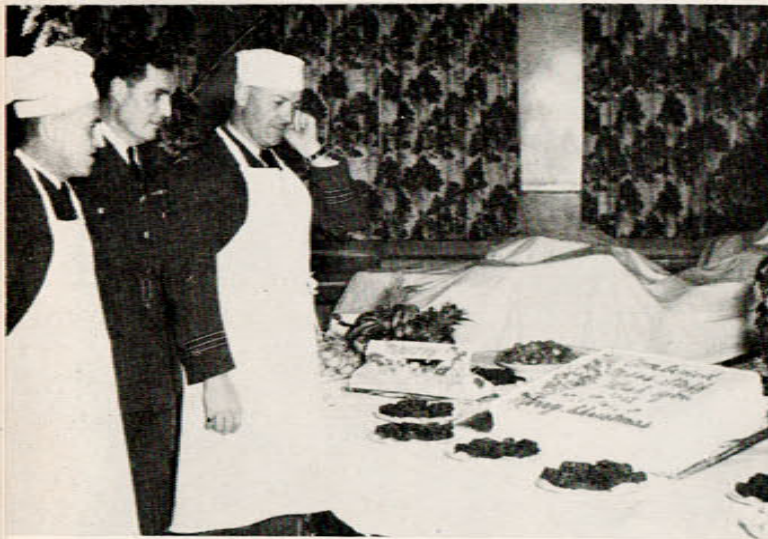
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LAC D. Spearing

The Christmas Day Dinner at the Airmen's Mess where the airmen were served by the Officers and Senior NCO's, was indeed a sumptuous feast. Top left shows WO1 Lisoweski in the role of a waiter while at top right G/C Jacobsen is busily engaged in handling two platters. Bottom left, W/C Branscombe and W/C Vinnicombe admire the Christmas cake. Bottom right, a general view of the waiters who are S/L Hutton, S/L Herbert, W/C Branscombe, S/L Graham.

### R.F.T.P. "TOUT FINIS" — AFHQ

The Refresher Flying Training Plan, which has provided light aircraft flight training to veteran RCAF pilots since 1950, is to be discontinued the end of March, 1958, it was announced recently by Air Force Headquarters.

The plan was started in 1950 to provide ground and flight training on light aircraft to selected former RCAF pilots, to enable them to maintain a degree of proficiency for service in an emergency as staff pilots or instructors.

Training has been given by civilian flying clubs across Canada, on single-engine Chipmunk air-

craft provided by the RCAF. Costs of the scheme have been borne by the RCAF.

### COVER STORY

#### Messing Masterpiece at Flight Cadets' Mess

The New Year's Eve Ball at the Flight Cadets' Mess featured a particularly unique method of extending Season's greetings in the form of a magnificent fifty-pound fruit cake artistically ornamented with fancy icing, as depicted on this month's cover.

Approximately twenty-five pounds of ornamental icing was used in the construction of the carriage. Lined inside with velvet, the carriage featured pictures of the Manitoba Legislative Buildings on its doors. With an overall length of thirty-six inches, a width of fifteen inches and a height of thirty-one inches, the carriage was truly a masterpiece of the Messing Art.



TOP

Old Santa was a popular fellow indeed for these two youngsters at the underprivileged Children's Party in the Aircrew trainees Mess.

BOTTOM

The Commanding Officer, Group Captain G. F. Jacobsen, chats with one of the young guests at the Children's Party in the Aircrew trainees Mess.

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PORTAGE at SHARPE BLVD.

by LAC AL RAMSAY

STATION WINNIPEG HOCKEY CLUB



LAC D. Spearing

W/C Vinnicombe is pictured with the Station Hockey team at one of its early practice sessions.

The Station Winnipeg Hockey team, the Buffaloes, after a two-year rest, have once again decided to improve the calibre of 14 Training Group hockey by entering the play-offs in order to win the Training Command championship. Under the tutelage and strict disciplinary control of W/C H. C. Vinnicombe, the team expects to regain the top T.C. honors, which has yet to be won by its rightful owners.

The team has but one aim or one purpose, and that is to win hockey games. They are determined to score more goals than their opponents. With the knowledge that their conduct on and off the ice will reflect upon Station Winnipeg, all team members are convinced that a winning team can display the same quality and sportsmanship usually connected with a losing team. With such a positive winning attitude, who can stop them?

All players have been recommended by the coaches and manager of the inter-section teams, who actually act as farm teams for the Buffaloes. While they have not entered a city league, the team has accepted many offers for exhibition

games. The style and manner of play advocated by their coaching staff has made them particularly popular by hockey fans throughout the area.



LAC D. Spearing

Coach Vinnicombe, himself a former NHL player points out the finer aspects of the game during a practice session.

It is anticipated that this experience will assist at knitting the team together in a harmonious playing fashion, which will undoubtedly stand them in good stead when competing for the Training Command championship.

The Buffaloes are a well organized, well managed and expertly coached team who are fixed with a "hunger" to win. Their motto is: "We hate losers!"

BASKETBALL

Here are the standings of the Intermediate Basketball League to date:

	P.	W.	Pts.
St. Andrews	5	1	12
YMHA	5	1	10
Stn. Winnipeg	4	3	8
RCAF Cadets	3	4	6
USAF	3	4	6
Gimli	7	0	0

Both our station teams, the cadets and airmen, are looking better each time out, and will make things hot for the top teams in the league in future games.

AIRWOMEN BASKETBALL

The girls' team has played a number of exhibition games this year and although losing some, have come up with a fairly good team and will be heard from later on in the season.

BADMINTON

The station badminton team invited the YMHA Badminton Club over for a tournament. Stn. Wpg. won the event, defeating the YMHA club quite handily. They were victors in 19 matches out of possible 25.

BOWLING

The inter section bowling league is now in full swing. Cpl. Wriggitt has high single game and high triple score to date.

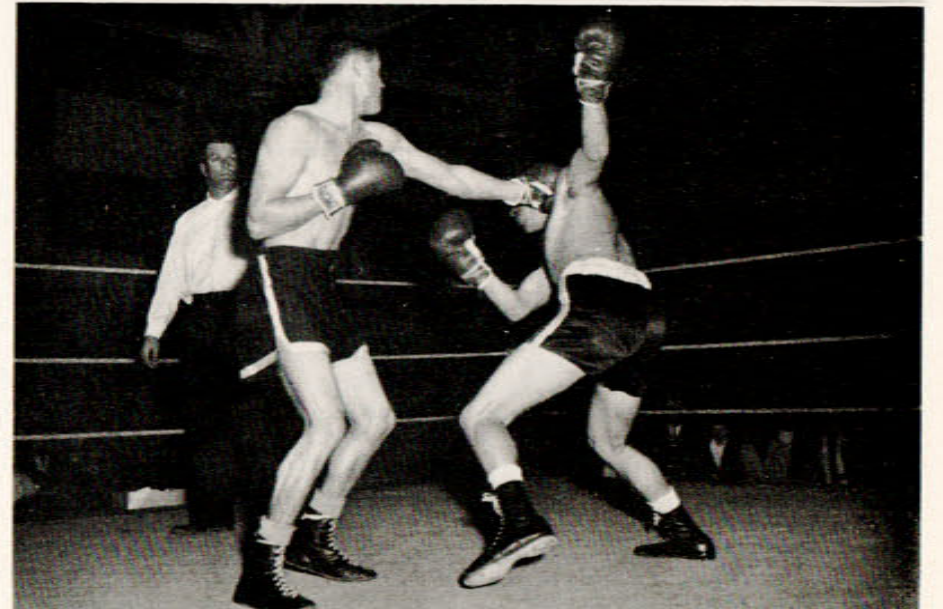
The Ladies' League is turning into a two-team fight for quarter honors with teams 1 and 5 leading the league with 51 and 50 points. Mrs. Branscombe has high single game to date with a 237 count.

HOCKEY

The inter section hockey league is being played at the Olympic this year. Seven teams have entered the league, and a tight race is anticipated for top place. An all-star team will be picked from this league to represent the station in the 14 Training Group playoffs.

BOXING

Station Winnipeg held its first boxing show on Dec. 5 in the old bill hall. The crowd was entertained by some very good bouts. LAC Perry Parsons of RCAF Station Wpg. defeated Red Simminson of Portage la Prairie by a TKO in the second round. Helmut Koppe, from Germany, gained a decision over LAC Thompson of Station Wpg. in a good bout, while LAC Hillery Briand, of Portage la Prairie, pounded out a unanimous decision over Adolf Gruber of Winnipeg. In the main bout of the evening Heinz Koppe of Germany defeated LAC McCall of Portage la Prairie. Koppe had a little too much boxing ability for McCall, and had



LAC D. Spearing

UPPER  
Winnipeg's LAC Thompson throws a hard left at Heinz Koppe from Germany.

LOWER  
LAC Briand, of Portage la Prairie, jars Winnipeg's Adolph Gruber with a smashing left as he takes a unanimous decision.

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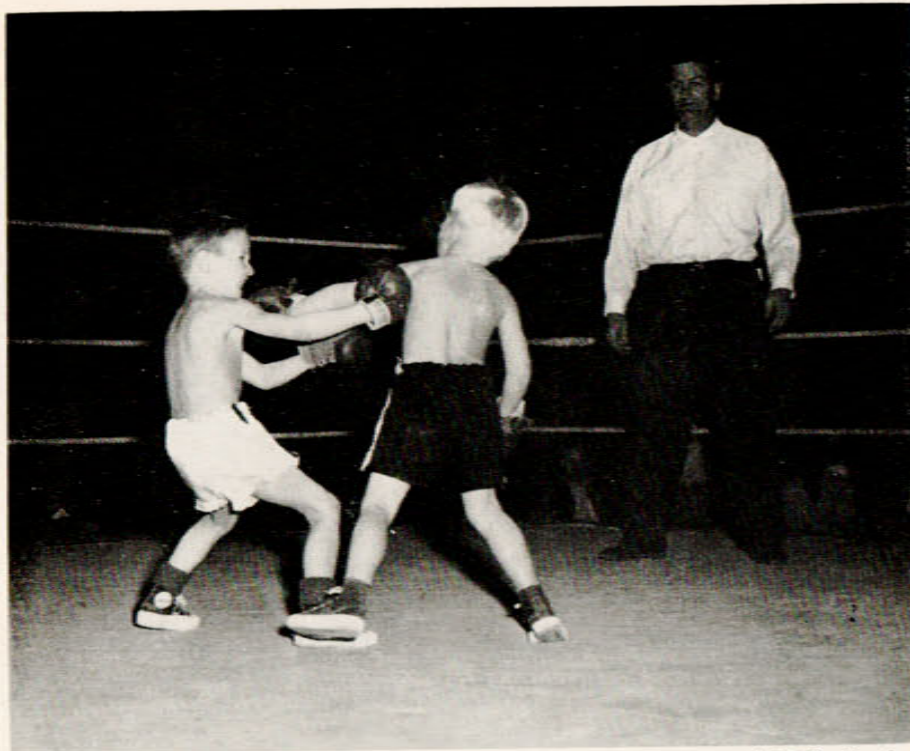
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Denny Deveau and Ronny Parsons mix it up on the inside to the amusement of Referee Pacquet and a vast crowd of spectators.

him in trouble a number of times, knocking him down twice. In the novelty match between Danny Deveau and Ronny Parsons, the crowd were highly entertained as both of these youngsters threw a lot of leather and never backed down from one another. All in all it was a very successful show and may revive boxing on this unit.

### SHOOTING NEWS

*I know six honest serving men,  
They taught me all I know;  
They are What, Why and Where  
And How and When and Who.*

A few lines, familiar to hear and readily adaptable to many questions of life, yet recognized by few as worthwhile and helpful in assessing the worth of material values, physical gain, or what have you, *n'est ce pas?* The philosophy of life itself may mean more to your daily living if these lines of one of the most popular and original writers of only a few decades past were used as a guide.

To assist our readers sports-wise on this occasion, six questions, six answers—then immobility can only be attributed to your fundamental or carefully cultivated lack of motivation. Forward, then, to Kipling's practice.

**HOW—does the station shooting program affect me?**

The station shooting program is designed so that every eligible member may enjoy as much or as little shooting as he or she desires. The road is open and the welcome mat out for anyone aspiring to shoot with the local rifle team. Shooting might even be compared to a card game; practice shooting to solitaire in which you are competing only against yourself; team-shooting to bridge, in which you are working closely and collectively with each fellow participant to achieve the greatest possible score.

**What—you say you haven't the time or money?—then how do you**



ever manage to quiet your conscience when you reach for a cigarette? One package equals cost, plus 200 minutes. Comparison is invited. **WHAT—advantage is there in shooting with a club?**

Likewise what advantage is there in having a system of weight and measure? Why were the ten provinces we now know as the Dominion of Canada? Not necessary, then next trip to Montreal, and think this one over, try walking! Yes, shooting with clubs and being in the participating section and not "just belonging" can be beneficial, both to the club and especially to you.

**WHY—is shooting encouraged by the RCAF?**

Suffice to say that awards as outlined in QR (Air) and AFAO's are available, and most noteworthy of all these is a service ribbon in recognition of the Queen's medal for "champion shots of the Air Force."

**WHEN—can I start to shoot?**

Now; it is later than you can think. Simply drop in at the range during regular Tuesday, Wednesday or Thursday practices and see the attending officer.

**WHERE—do the shooting practices take place?**

The indoor rifle range in the new recreational building.

**WHO—should I contact for additional information?**

The president Cpl. Warshick, any range officer, or your station recreational staff.

Photo—Illustration of a number of trophies brought to the station through the efforts of members from the local rifle team during the past season. With the exception of the 14 trg grp trophy, all are provincial or Dominion trophies.

## VOXAIR CROSSWORD PUZZLE

### ACROSS

- 1 Place to hold hen parties
- 2 Temptation
- 3 Give the once-over
- 13 Ointment
- 14 Miss Karenina
- 15 This is pretty sound
- 16 What salesmen like to write (2 wds.)
- 18 Degree
- 19 Declare
- 20 Unit of elec. reluctance
- 21 Revised copy
- 23 Writing tool
- 24 Blazing vessel sent amid enemy fleet (2 wds.)
- 26 Trim and spruce
- 28 Final sale
- 32 Barker's harangue
- 34 Foot pound
- 35 Scout organization (abbr.)
- 36 Make an anthology
- 38 Populated
- 40 Exist
- 41 Disk-shaped bells
- 43 Crosses
- 44 Straddled
- 46 Sun disk of Egypt
- 47 Mercenaries of the Amer. Revolution
- 49 Obtain
- 50 College goal
- 51 Snow runner
- 52 Swiss river
- 57 Norse capital
- 58 Amoral and politically destructive
- 61 (Had) reclined
- 62 Historic ages
- 63 Old word for a doctor
- 64 Electronic bulb
- 65 British flophouse
- 66 Boys

### DOWN

- 1 Cut artistically
- 3 Days of yore (2 wds.)
- 3 Finished
- 4 For each
- 5 Cotton packer
- 6 Literary fragment
- 7 Tavern
- 8 Describing pay after taxes (2 wds.)
- 9 Design on a tiger
- 10 Hide
- 11 A bet before dealing
- 12 Want
- 13 Half of a great water team
- 17 Ship's prison
- 22 Plays
- 24 Delicate ornamental work
- 25 Insults
- 27 Congressman's title (abbr.)
- 29 Prolonged
- 30 Secondhand
- 31 Small children
- 32 Strikebreaker
- 33 Breathing hole
- 34 Transmits
- 37 Untied
- 39 Author of "Ulalume"
- 42 Japanese dancing girl
- 45 Seat of power
- 46 Indigo
- 48 "Just — in the dark"
- 50 Norse names
- 51 School for engineers, for short
- 52 Blockhead
- 53 Jacob's brother
- 54 Fluent
- 56 Adrift
- 59 Internal Revenue Office (abbr.)
- 60 Ailing



A complete set of crossword puzzles has been prepared for your enjoyment by Alexander Field, the noted puzzle authority from New Rochelle, New York.

Answer to this puzzle will be found on page 36.

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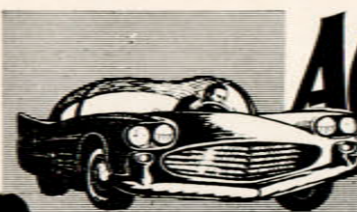
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# AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



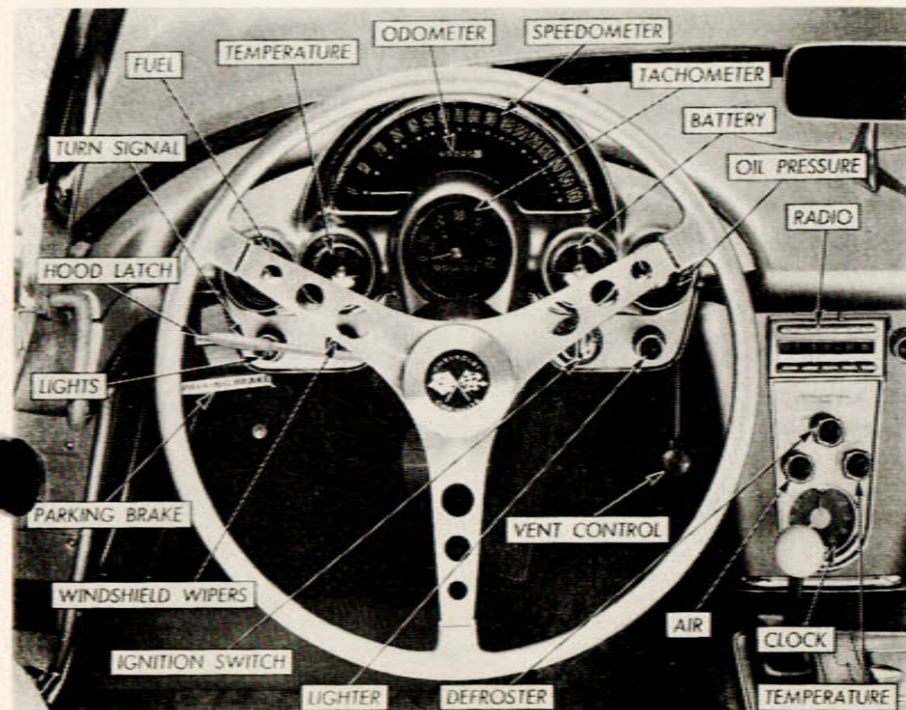
By PETER McLOUGHLIN

## 1958 CORVETTE



The Corvette has had the Hollywood treatment for '58 and, despite this drawback, still remains the only domestic sports car. The bumpers and new grille look good. The headlights make the car a little middle-aged in spread, but I guess they are an improvement. Not so the simulated air scoops on each fender! Sculpturing has been used to good avail on the hood and trunk—note the added louvers. You may now get four engines, fuel injection, single or dual four-barrel carbs, special cam, heavy duty clutch, four-speed box, differential torque rear axle, and heavy duty suspension, amongst other goodies.

The cockpit dash has had an extensive going over and most of the changes are good. The tachometer is now central—still small. An attempt has been made, at last, with a central control panel, which contains the heater, radio, and clock. Chevrolet also say that the new rear spring increases ride clearance and improves stability on corners. The frame has undergone slight changes to accommodate the front and rear bumper brackets—stronger, but they still use the fibre glass body used so successfully up to now.



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## CAPITOL RECORDS

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## KNOCKS AND NOISES

(Concluded)

A further annoying noise can occur, on some cars, when large stones lodge between the rear end of the gear box and the chassis cross-member, and this nuisance gives an intermittent knock whenever the engine flexes. I know that is simple, but just you see how much a garage charges to analyse that one! Of course, another common noise is "pinging," which will occur on all engines when you are pulling hard at low revs and at the same time using gas which is of too low an octane for your engine—saving those cents can ruin a good engine, if given time, since this detonation sets up violent shock waves inside the engine. A further stupid one—just put your head gasket on upside down and then listen to that clunk! Another fault, that is not mechanical, but which gives out a noise whilst accelerating, is a head gasket which has blown out a small piece externally. Sometimes new cars develop mysterious noises, knocks, thumps, etc., which you may try to find, but with no success. In that case I would suggest you go right to the main distributor for your region and raise the complaint, for often as not it will turn out to be a particular fault of that car series. There may be no cure, but again there is the distinct possibility that the manufacturer has decided to do a mass rectification of some point that has been discovered after the cars have been out in the field. If after all this you remember nothing else, please just try and realize that EVERY noise has a cause, and NO defects remedy themselves. It's just another variant of the old saying, "A stitch in time . . ."

Incidentally, if you liked this series tell the Editor, and I'll dig up more material on similar lines. If you don't, I won't!

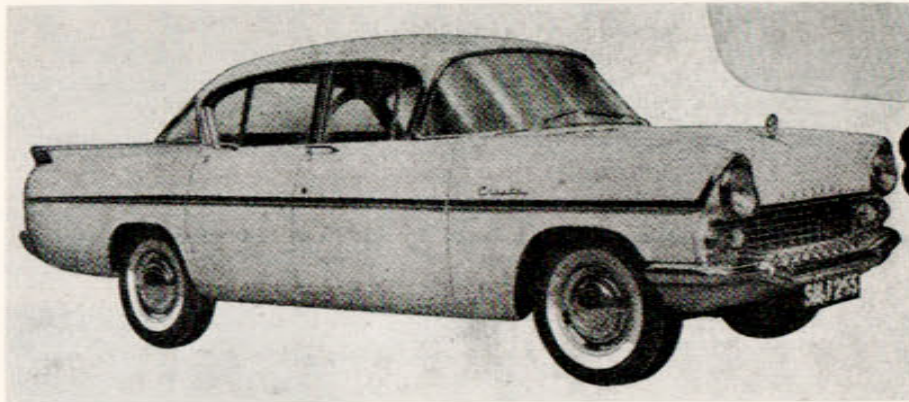


"Some minds are like concrete—all mixed up and permanently set!"

## VOLKSWAGEN ON MARS?

We all know that the VW has been doing well on all sorts of markets, but maybe it is a little far-fetched when a commercial firm in West Pakistan writes to Volkswagenwerk for the VW agency on Mars! They are requesting the sole agency for this lucrative market, since, as they say, we will be there before long; and that the VW seems to run well everywhere else, so why not there? Mmmm-m?

## '58 VAUXHALL



The best looking "Americanized" body Britain has ever put out. The new Vauxhalls definitely show G.M. parentage and thought, but the whole effect has been extremely well carried out to give a well balanced, modern appearance. The cars are six seaters and are powered by a six-cylinder engine of 82.5 bhp. The engine is basically unchanged, but now uses individual parts for better flow and larger valves, plus an increase in compression ratio

## AUTOMATIC THROTTLE AVAILABLE ON '58 CARS

The Perfect Circle Corp. has recently announced a new boon to drivers, which they are calling the *Speedostat*. It is intended to automatically govern the speed of a car while still allowing the driver to override the device when necessary.

It is an electro-magnetic device driven from the standard transmission speedo drive. The desired maximum speed is selected on the dashboard selector, and when this speed is reached a resistance is set up between the throttle linkage and the governor unit which prevents further movement. The driver can readily overcome this resistance in emergency, or should he desire to change—pass a car—but it will return to this position when the pedal is released. An added feature to the above is a button which can be pressed after speed selection and then the car maintains that speed until the speed is over-ridden. Obviously intended for turnpike, or similar use. But how do you cater to the character who sets it

to 7.8:1. Price in Canada will be near \$2,500, with heater and turn signals. Top speed should be near 90, with a fuel economy of over 30 mpg. The front end looks rather Pointiacy; however, the roof line, tail end, and side profile show a very individualistic treatment which is pretty. I think last year's Buick may see a relation in these rear wrap-around windows. Integral construction is used throughout. All told it is a neat package that will sell well in Canada.

and then wanders off the highway in a doze. Boy, what a crash! Anyways here at last is a governor which is practical and can always be over-ridden in emergency. Price is \$75 in the States.

## WHY DON'T "CHEAP" CARS LAST LONGER?

Is there any basic reason why your everyday car can't be made to last for ten to twenty years and give no real trouble? British authorities say *no, none whatsoever*. The cost entailed is not much—slightly larger and more strongly surfaced wearing parts, slightly thicker and better paint, is all that is needed to double a car's life. For instance, a thin film of chromium on piston rings quadruples cylinder life. Case hardening of a standard crown wheel and pinion will give 75,000 miles with virtually no wear at all. If you want it, you can have it—but we'll never see the day unless we make the manufacturers see reason on our, the purchaser's, terms. Fast car turnover suits no one but—you know who.

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# The Canadian Legion

ST. JAMES BRANCH No. 4



Congratulations to our new President, Norm Simm, who, on Sunday, December 8th, 1957, became a grandfather for the first time. James Fredrick Simm weighed in at 8 pounds 15½ ounces and was 21 inches long. The father, J. F. Simm, Norm, and all, are doing fine, thank you.

Wedding Congratulations this month are extended to Lefty and Mrs. Harris—38 years January 26th, 1958.

## LADIES' AUXILIARY NOTES

The Holiday Season is over once again, I hope you all had a nice time and that Santa was good to you all. Now you can sit back and relax and catch up on your sleep. I hope that 1958 brings you all Health and Happiness.

Thanks to the Branch and the Entertainment committee for the wonderful Christmas tree they put on for the children. Needless to say a good time was had by all.

Mrs. Price held a Bingo game at her home on Brooklyn Street in December. Proceeds to go towards buying the refrigerator.

A Copper Vase and Poppies were presented to the Branch by the Ladies' Auxiliary.

Two Christmas gifts were placed on the Legion Christmas Tree in T. Eaton Store for the hospitalized veterans.

Mrs. C. Saunders, Mrs. W. Anton visited 111 patients in Academy Road last month giving out cigarettes and tobacco.

Your 1958 Membership Fee is now due also your dollar for the "Scholarship Fund" which has to be paid at the same time.

The new addition to the Branch is now ready and it's really lovely. The next general meeting will be held in the "Board Room" of the Legion.

## NEW OFFICERS FOR '58

Hon. President—D. A. MacDonald  
President—N. Simm  
Past President—J. T. Bourke

1st Vice-President—J. Beckett  
2nd Vice-President—F. Minton  
Sergeant at Arms—D. Kidd  
Treasurer—N. Broughton  
Secretary—P. Crook  
Hon. Chaplain—B. Brown

## NEW EXECUTIVE

H. Hell	J. Stooke
C. Saunders	H. Rogers
W. Payne	P. Robinson
V. Affleck	F. Stanford
C. McArthur	W. Alexander
L. Paul	J. Campbell

The above are your officers and Executive for the ensuing term. A list of committees will be published in the February issue. Get behind them and give them your full support.

## THANKS!

Jones carefully avoided the smoking car when he commuted. He couldn't stand smoke and couldn't tolerate those who did. On one trip he found a seat in a car where smoking was prohibited, but, to his extreme unhappiness, a man puffing on a big black cigar sat down next to him.

Jones' size kept him from complaining openly about it, so he waited patiently until the conductor came around to punch their tickets. As he held out his ticket,

Compliments of

Canadian Legion Branch  
No. 4

ST. JAMES, MAN.

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he caught the conductor's attention and nodded toward the brazen smoker. The conductor nodded back, took a second punch from his ticket and moved along.

*The horse and mule live for thirty years  
And nothing know of wine and beers,*

*Sheep and goats at twenty die  
And never taste of Scotch or Rye,*

*The cow drinks water by the ton  
At eighteen she is mostly done,*

*The dog at fifteen cashes in  
Without the aid of Rum or Gin,*

*The cat in milk and water soaks  
And then in twelve short years she croaks,*

*The humble, honest, sober hen  
Lays eggs for nogs, and dies at ten,*

*All animals are strictly dry  
They sinless live, and swiftly die,*

*But sinful, ginful, beer-soaked men  
Survive for three score years and ten.*

## SURE THING

A school teacher of inquiring mind was touring Hollywood on a sight seeing bus.

"On the left is the Crosby mansion," intoned the driver.

"Bing Crosby?" queried the teacher.

"No—Bob Crosby," was the reply.

"On the right is the Barrymore estate," continued the driver.

"John?" ventured the pedagogue softly.

"No—Lionel," snapped the man with the megaphone. "And straight ahead is the Christ Church."

Hearing no response, a soldier seated next to the teacher nudged her and said: "Go ahead lady, you can't miss every time!"

# THINGS TECHNICAL

By CPL. BILL BAMBRICK

## CESSNA FOR 1958



THE SKYLANE

Cessna's well-known "middle-priced line" of light planes will feature a newcomer to the aviation industry this year. The new Cessna "Skylane," a sleek, streamlined beauty on wings, will become the third member of the trio which also includes the popular Models 182 and 180. Lauded as the "complete aeroplane for the complete pilot," the Skylane will feature completely different exterior styling from that of its sisterships, the 182 and 180, and will sell for a complete package price.

Fullfilling a demand for a more deluxe and completely equipped model than the standard 182, the new Skylane will include as stand-

ard equipment a choice of Lear or Norca omni-transceiver with crystals and low-frequency range,

directional and horizontal gyros, sensitive altimeter, clock, outside air temp indicator, rate-of-climb indicator and a turn and bank indicator. Additional standard equipment will include the special new fibreglass fairings on the nose and main wheels which, according to Cessna, give an extra three-mile-an-hour hike in max. and cruising speeds; tinted glass windows all around; sun visors; nav. light flasher; and a modified tow-bar for use with the new wheel fairings.

Cessna appears to be adapting the automotive industry's sales promotion campaign methods with their new selection of colour schemes. Eight different colours are available from which the customer may select a combination of any three, giving a total of 500 different tri-tone combinations.

One of the big changes on both the Skylane and the 182 is the addition of a rudder trim handle just forward of the aileron trim and flap handles. This little gem



Cessna's Squadron of Light Plane Models



"I remember seeing this same situation in a cartoon once—and how you laughed!"

should make X-country trips a pleasure, relieving the necessity of constant foot pressure on the rudder pedals.

The new instrument panel for the Skylane is a sight for sore eyes and compares very favourably with those found in many twin-engine commercial planes. The grouping of instruments is excellent with all flight instruments on the left and engine instruments on the right.

### STATISTICS:

Several new accessories are available on all three models as optional equipment this year. These will include the Tactair T-3 automatic pilot, an 18-gallon auxiliary fuel tank, and, on the 182 only, optional wheel fairings (standard on the Skylane).

The prices on these beauties, in case you're interested, are as follows:

Skylane	\$16,850
Model 182	14,350
Model 180	13,850

These prices are all quoted f.a.f. Wichita, Kansas, and come standard-equipped. *I wonder if they're buying slightly used Fords as trade-in??!*

### ARC INTRODUCES NEW VHF SYSTEM

A new VHF communications system — weighing only 22 pounds — is now in production at Aircraft Radio Corporation, Boonton, N.J.

Representing more than three years of research and development, the system provides a frequency coverage of 118 to 135.95 megacycles on 360 channels and is suitable for both military and commercial aircraft. This lightweight unit, known as the A R C Model 210, is the latest in a series of "miniaturized" communications and navigational equipment manufactured by the New Jersey firm.

Included in the total weight — an exact 22 pounds — are the transceiver, mountings, control panel and power supply. The unit has true 50-kilocycle channel spacing, a 15-watt transmitter with a very low, spurious output and a receiver sensitivity of two microvolts. By turning a switch on the control panel, the system can be operated either as a single-channel simplex or double-channel simplex with six-megacycle separation.

## DOUBLE MACH-BUSTER



One of America's fastest aircraft — North American Aviation's "twice the speed of sound" F-107 fighter-bomber, has been delivered to the National Advisory Committee for Aeronautics, for use in supersonic testing and compilation of research data at NACA's High-Speed Flight Station, Edwards, California.

General performance characteristics of the needle-nose, swept-wing F-107 reveal that it flies in the region of Mach 2 in both level and climbing flight and exceeds Mach 1 in a vertical climb. Air speed of the F-107 is in excess of 1300 miles per hour. The design of the overhead duct was to give maximum efficiency to the J-75 jet engine made by Pratt and Whitney which is rated in the 20,000 pounds thrust classification.

North America's use of the all-

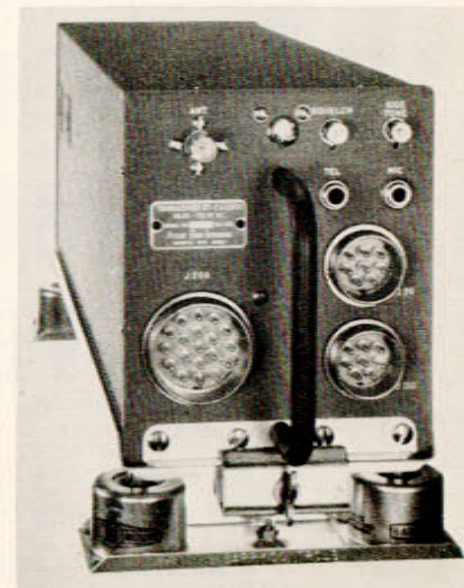
movable vertical stabilizer resulted from previous operational success in the all-movable horizontal stabilizers on the F-86 Sabre Jets and the supersonic F-100 Super Sabres. The F-107 also incorporates the all-movable horizontal stabilizer as one of its features.

The spoiler system of hinged doors on both the upper and lower wing skins operate to aerodynamically control air passage over and under the wings during high-speed maneuvering and this lateral control method instead of using conventional ailerons is considered a major advancement of high-speed flight.

NACA pilots will fly the F-107 from Edwards Air Force Base and the knowledge gained will be issued in scientific report form to the aircraft industry and the military services.

The system is powered by a dynamotor designed to give maximum dependability with the least possible weight. An advanced type of centre-of-gravity mount reduces vibration and noise effects far below the levels usually found in this type of equipment.

Another feature of the new system is a control panel incorporating several innovations that will be welcomed by pilots. Large numbers showing the frequency selected are placed so they can be read in a normal left-to-right eye movement. Any possible confusion between the megacycle and fractional-megacycle functions of the transceiver is eliminated by separate knobs that can be operated with gloved hands.



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## SECTION NEWS

### TARMAC TABLES

*Servicing Squadron has done it again!* Yes, that miscellaneous collection of fighting Irish known as Servicing has hit the headlines once more.

The balloon went up at 0800 hours Tuesday, the 17th Dec., when in accordance with well laid plans Expeditor Servicing, that energetic little group, moved its location from number ten hangar across the field to number two hangar — henceforth to be known as our *home away from home*.

While this stirring drama was taking place the former tenants of number two hangar, under the capable leadership of FS Ken Barlow, moved across the drome to amalgamate with the gang in number eleven hangar.

Under this new arrangement all Dakota operations will be carried on from number ten and eleven hangars; this will allow better utilization of hangar space and of available manpower. The wives of the guys in eleven hangar will now see them more often on weekends, we hope.

This sudden change has also occasioned a complete change in Expeditor Servicing's door operation procedures. Formerly those beautiful electric-operating doors were operated by the N.C.O.'s; now those \$&\*! !\*&\*! hangar doors are operated by muscles; guess whose? groan! Well, you can't win them all fellows — it has its compensations. *The Gals go for those bulging muscles, I hear.* Speaking of doors, we want to warn the new residents of number ten to watch those office doors. One of our unlucky laddies claims one of them attacked him. He had a beautiful mouse to prove it too.

A pleasant surprise published last month was the results of the group four exams. Our heartiest congratulations go out to all those N.C.O.'s in Maintenance Wing who were successful in their efforts. Servicing Sqdn. has reason to be proud of its record, and to Sgt's. Smith, Buck, Gervais, Siford, Hays and Worobey we extend the congratulations of all the personnel in Servicing.

Our spies tell us that the crowd over in four hangar held a mixed party on the sixth of Dec. and a good time was had by all and sundry; and there *were* some sundry. By all reports it was some thrash, and a vote of thanks was expressed to FS Norm Dixon, Sgt. Jack Siford and the members of the committee for a job well done.

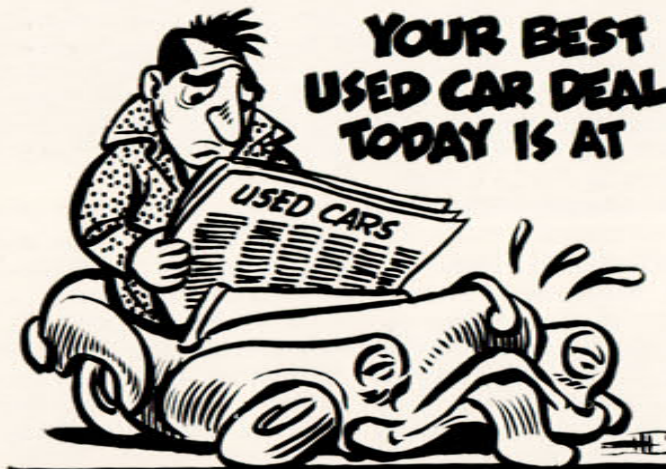
The ranks of the married population of four hangar have been swelled by the recent marriage of LAC Fogerty to the former Miss Rose-Marie Lamoureux. We offer our congratulations and best wishes along with those from the fellows in four hangar to the happy couple.

There are numerous laddies wandering around the hangars these days with king size smiles on their faces. These fortunate chap-pies have been allotted quarters in

the new PMQ area and as the song goes, "We're moving in." Among these chosen few are Cpl. Nadorozny, Sgt. Worobey and Sgt. Gervais. Best of luck in your new homes, fellows; may we be neighbours soon.

LAC Miles from two hangar became a charter member of the married establishment on Dec. 7. LAC Oram served as best man at the wedding, ably assisted by LAC's McGill, Catton and Tardif who acted as ushers. After a joyous reception the happy couple left on their honeymoon to Windsor, Ont. Congratulations and best wishes are extended to the newly-weds from all of us in two hangar.

Sgt. Bill Gorius returned from leave looking chipper just in time to receive a posting overseas. He had barely time to celebrate this



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good news when the fickle finger of fate struck again and the posting was cancelled. I guess one crack at gay Paree is all anyone can expect at government expense, eh Bill! Anyway, you still have those memories.

Well guys and dolls, with the publication of this issue of Tarmac Tales we begin a new series for 1958. We hope to be able to present some interesting highlights of the activities throughout Servicing Squadron, and to be able to accomplish this we solicit any and all material from the personnel in Servicing. So slip the quip to me VIP, and let's keep Tarmac Tales a-telling.



"Guess that last pay raise went to Joe's head!"

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### SOLUTION TO CROSSWORD PUZZLE ON PAGE 27

<b>ACROSS</b>	35 BSA	64 Tube	22 Disports
1 Coop	36 Compile	65 Doss	24 Filigree
5 Bait	38 Peopled	66 Lads	25 Slaps
9 Scan	40 Are	<b>DOWN</b>	27 Rep
13 Salve	41 Gangs	1 Carve	29 Oblongated
14 Anna	43 Roads	2 Oldtimes	30 Used
15 Tone	44 Bestrode	3 Over	31 Tads
16 Orderblank	46 Atom	4 Per	32 Scab
18 Rate	47 Hessians	5 Baler	33 Pore
19 Aver	49 Get	6 Analect	34 Sends
20 Rel	52 Degree	7 Inn	37 Loose
21 Edited	55 Ski	8 Takehome	39 Poe
23 Pen	56 Aare	9 Stripe	42 Geishas
24 Fireship	57 Oslo	10 Coat	45 Thorne
26 Trig	58 Nihilistic	11 Ante	48 Akiss
28 Closeout	61 Lain	12 Need	46 Anil
32 Speil	62 Eros	13 Soap	50 Erico
34 Stamp	63 Leech	17 Brig	51 Tech

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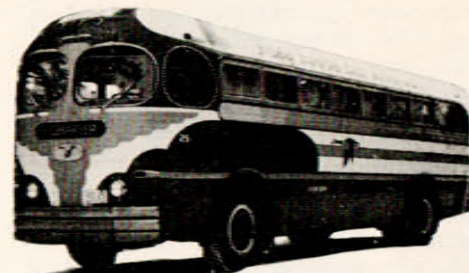
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## CORPORAL'S COURSE NO. 3



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Centre l to r: Cpls. Coverdale, Keenahan, Labonte, Humble, Bain, Colc, Davics.  
Front, l to r: Cpls. Gale, Bechamp, Bothwell, Thompson, Banks.

## CORPORAL'S COURSE NO. 4



LAC J. B. Smith

Standing l to r: Cpls. Wear, Richards, Kostelnik, Genovy, Briggs, Black, Atkinson.  
Seated l to r: Cpls. Butler, Elston, Grice, Forgues, Champigny, Metcalfe, Chmara.

## THE CORPORALS' SERVICE TRAINING COURSES

by FS R. T. NELSON

As a sequel to the story in last month's issue of Voxair we present the final pictures which were taken during the Corporals' Service Training Courses conducted at this unit. It is hoped that the personnel who took the course this year will find it beneficial in their future work.

It has often been said that the corporals are the backbone of the Service. They have a difficult position to fill. First they have their primary duties to fulfill; then they are shouldered with secondary responsibilities such as station details, section details, and committee work; in addition they are closely connected with the welfare of their men, to whom they are expected to give help and guidance. They are expected to be disciplinarians and close "buddies" at the same time.

It is with all this in mind that the Corporals' Service Training Course is planned. This course is designed to help the junior NCO become familiar with various orders and regulations which affect himself and his men. It is meant to be a valuable stepping stone in the transition from LAC to NCO rank, and the diligent corporal will use it to prepare himself for the duties of the senior NCO.

The shortness of the course, one week, leaves a considerable amount of work for the candidate to do on his own if he is to get the most out of each subject taught. All this year's candidates took a keen interest in the lectures and there was a competitive spirit present to see who would come first in the exams. The valedictorians of each course are as follows:

1st course — Cpl. W. A. Warshick  
2nd course — Cpl. C. D. Mason  
3rd course — Cpl. J. D. McQueen  
4th course — Cpl. D. B. Hunt  
5th course — Cpl. T. W. T. Taylor

The splendid showing could not have been achieved without the wholehearted support of the team of instructors who gave of their time and talent. A sincere "Thank You" is extended to each one. Perhaps we'll see you again next year when the next series of corporal's service training courses will be conducted.

## CORPORAL'S COURSE NO. 5



Standing, left to right—Cpl. Caslake REA, Cpl. Graham WO, Cpl. Thom AE, Cpl. Therien JCAJ, Cpl. Condon JK, Cpl. Strath DH, Cpl. Phillips JJ, Cpl. Martinusen RE.

Seated, left to right—Cpl. Ouelette PCM, Cpl. Staff DA, Cpl. Florence WJ, Cpl. Dunham AM, Cpl. Taylor TWT.

## GRADUATION CLASS 5614 R.O.



Cpl. E. Roberts

Standing left to right—F/C's Bard, Wall, MacGillivray Misewich and Cascadden.

Kneeling left to right—F/C's Kelly, Dragojevitch, F/O Hollingsworth, F/C's Hopper and Olivier.

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LAC J. B. Smith

Back Row left to right—P/O's Turner, Carter, Deighton, Myers, Coles, Kendall, Swaine, Tyler.  
Front Row left to right—F/C Friedel, P/O's Woodruff, McMenemie, F/O Ames, P/O's Hawkins, Ellington, F/C Watt.

**GRADUATION CLASS  
5617 A.I.**



LAC D. Spearing

Back Row left to right—F/C's Anderson, Thiessen, Wright.  
Front Row left to right—F/C Dougherty, F/L Sullivan (course director) F/C Leblanc.

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