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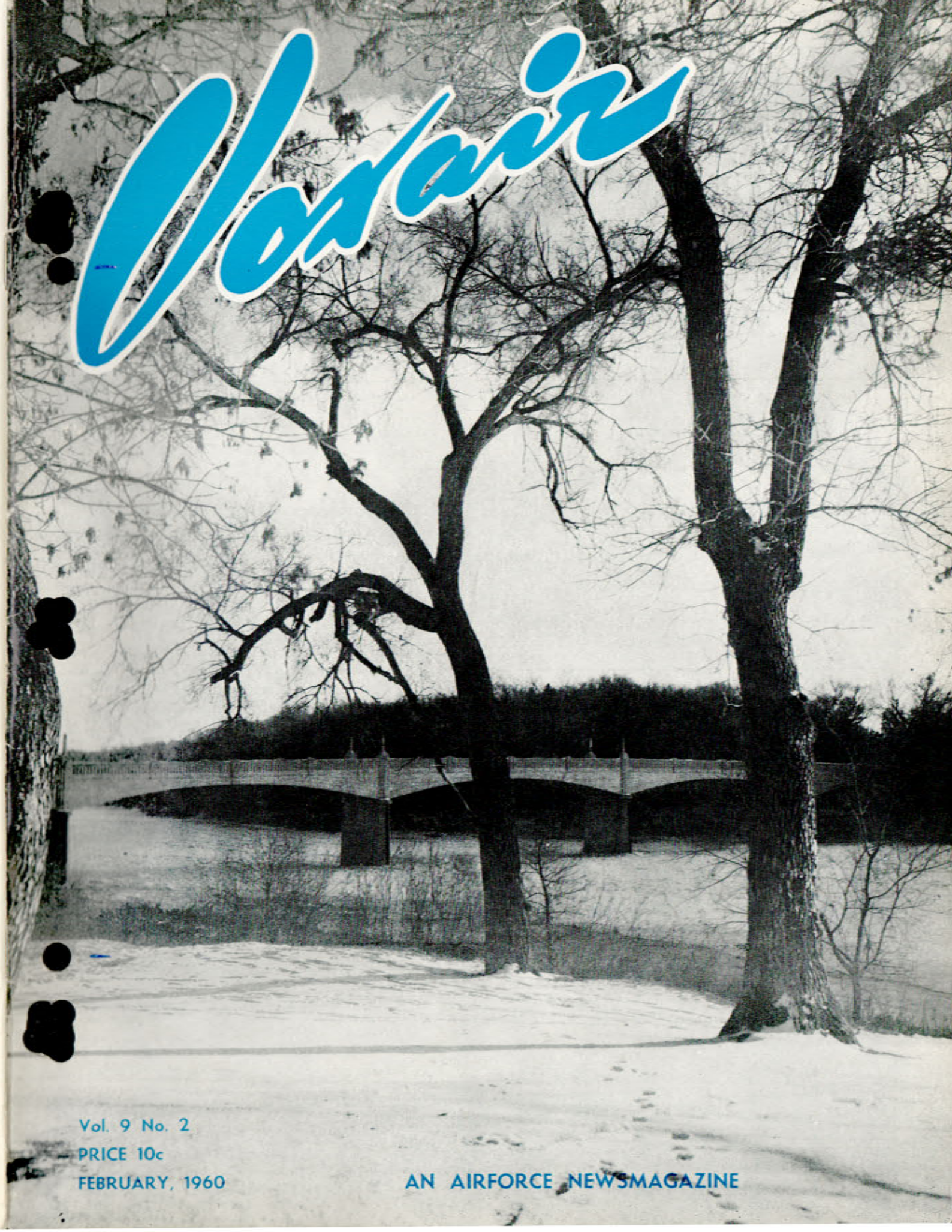
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FEBRUARY, 1960

AN AIRFORCE NEWSMAGAZINE



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AN AIRFORCE NEWSMAGAZINE

VOL. 9, No. 2

FEBRUARY, 1960

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A picturesque winter view of foot-bridge in St. James, crossing the river to City Park.	
Courtesy: Cpl. G. E. Noseworthy, T.C. Photo Section.	

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Honorary Editor
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F/L RALPH SOTOLOV

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LAC ERNIE CARRIER
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LAC GARNET BOUTET
LAYOUT AND OFFICE
MANAGER

F/L W. GRYBA
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JONES HATES CABBAGE!

Jones doesn't like cabbage. Nobody insists that he eat it. Nobody says "Ah, come on, Jones, just a little helping."

Smith doesn't like alcohol. But people often insist that he should drink. They say "Ah, come on, just a little one" or "If you don't like rye, I think there's some scotch in the house."

Don't you think that the Smiths deserve the same consideration and respect as the Joneses? If a man chooses not to drink from taste, or principle, isn't it only good manners to respect his choice?

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EDITORIAL CORNER

Reflections on Citizenship

ALL OF US as members of the RCAF are pledged to fight to defend all the things that our country stands for. These include both good and bad, but how do we know good from bad? Do you ever sit down and discuss intelligently the role that Canada plays, both at home and abroad, so that you as Canadian citizens are up to date on Canadian affairs?

First of all, what is meant by citizenship? It can best be defined simply as the legal position a person has in relation to the country he resides in. If he is a qualified citizen by birth or naturalization, he is guaranteed certain rights and privileges by the government, but in return for these he must accept the responsibility of citizenship. These rights and privileges include obeying the laws, paying his taxes, and even more important, loyalty to the country.

It could be argued that loyalty to the country is expressed by our serving as a member of one of the armed forces, and this would be correct. But there are more ways of showing loyalty than this. Loyalty is expressed in our understanding and interest in our form of government, by using our right to vote intelligently and correctly, and by training and educating our children to comprehend our way of life. It is expressed in our feelings for our fellow citizens, so that even if we disagree with our neighbour's political thoughts and ideas, we are ready to defend his right to have them. To be loyal, is to be vigilant, and to be vigilant is to be aware of what is going on around you, and to know where you stand in relation to the remainder of the world.

You are living in one of the key countries of the world. We have an abundance of natural wealth, and a way of life that is admired and envied by millions. Do you accept this complacently, or are you aware of your responsibilities as a citizen? Think it over!

E. T.

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Group Captain J. F. Mitchell, CO RCAF Station Winnipeg addresses the officers and guests attending the Blue Bomber Mess Dinner. From left to right, W/C W. B. Miller CA do, Mr. Ralph Parliament, past president Winnipeg Blue Bombers, G/C J. F. Mitchell, Bud Grant, Coach, Winnipeg Blue Bombers, and W/C D. C. Evans OC AOS.

ANNUAL BLUE BOMBER MESS DINNER

THE appearance of the famous Grey Cup was the highlight of the annual Blue Bomber Mess Dinner at the Officer's Mess RCAF Station Winnipeg on Jan. 15th.

On this occasion members of the Bombers, executive and players, reversed their normal procedure of providing entertainment and sim-

ply had a rousing good time, as their hosts the station officers, provided the entertainment.

The popularity of the annual dinner to the Bombers was aptly described by Mr. Ralph Parliament in his after dinner remarks when he said, "When invitations are received by the club to have players

attend different social functions, very few players are available when the annual Blue Bomber Dinner at RCAF Station Winnipeg announced the players are all available."

This enthusiasm also works for the station as more officers are anxious to attend this dinner than

any other dinner throughout the year.

The dinner commenced at 7.30 p.m. and was preceded by a half hour cocktail party. Military etiquette is adhered to which stipulates no smoking from the commencement of the cocktail party until the completion of the dinner.

During the dinner the arm chair quarterbacks were able to explain to the Bombers the play which could have been used on the odd occasions the Bombers lost.

Following the dinner and the Toast to the Queen, the Commanding Officer on behalf of the Mess members expressed delight in having the Bombers in attendance. He then called upon: the team President, Ralph Parliament; Head Coach, Bud Grant; and Buddy Tinsley, representing the players to say a few words.

Members and guests then returned to the lounge where the guests were made comfortable while the mess members prepared the entertainment.

Many different types of acts appeared at this dinner but the most pre-dominant were skits depicting members of the Bombers football team in a comedy of errors.

Following the dramatics, games of skill were introduced and teams comprised of mess members com-



Bud Grant, Head Coach of the Grey Cup Champion Winnipeg Blue Bombers, reminisces on the humorous events which occurred during the past football season as he addresses the group in attendance at the annual Blue Bomber Mess Dinner at RCAF Station, Winnipeg, Manitoba. Left to right, G/C J. F. Mitchell, Bud Grant and W/C D. C. Evans.

peted against teams comprised of football players and executives. These games are perhaps less crucial than the Grey Cup game, and the Bombers, because of their lack of experience in these games were at a distinct disadvantage, nevertheless they entered the games

with typical Blue Bomber determination and enthusiasm.

In addition to this annual dinner the RCAF normally participate in providing entertainment at one of the Blue Bombers home games each year.

The affiliation between the RCAF and the Blue Bombers commenced in 1956 and has since proven beneficial to both parties.

Participation in the football game provides the opportunity of bringing the RCAF before the public and promotes a greater interest for the fans and consequently a larger attendance.

The dinner is one of the most enjoyable events in the Mess each year.

One of the skits that was acted out during the entertainment at the dinner.



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Dramatic new styling of Cessna's 1960 Model 310D is illustrated with the exterior design of the swept vertical fin. The 310D is powered by dual Continental 260 h.p. engines with fuel injection, providing the airplane with a cruising speed of 220 m.p.h. and a 440 foot per minute rate of climb on only one engine.

The new 310D has undergone extensive styling changes inside and out which are highlighted by the sweeping back of the vertical fin by 40°, giving the airplane a long, low look and adding to its over-all appearance.

Company officials pointed out that the 310 was designed originally with an advanced look and major emphasis on maximum performance. With the 1960 configuration, accented by the swept vertical tail, the 310D has an advanced styling appearance characteristic of high-speed jet aircraft.

Company officials said the new twin-engine executive plane with its many changes should increase in popularity in the 1960 market. Despite increased costs of labor and materials, the price will remain at \$59,950.

A major change in the 310D, is the addition of a new, non-congealing oil cooler as an integral part of the oil system. The new cooler provides a constant flow of engine oil through a warm-up passage in the center portion of the cooler.

Richly styled interiors with luxurious new fabrics, leather and frosty walnut trim, accentuate the new look in Cessna's 1960 Model 310D. The airplane is available with five different seating arrangements tastefully styled for beauty, comfort and utility.

New Cessna 310D

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Get the children busy first. Perhaps they would like to make a toy town. A little ingenuity can turn a shoe box or cereal carton into a house, barn, or church. No mess with glue or paste either. Parts are cut out and stapled together.

Once mother has the children busy, scissors and stapler will remind her of jobs she has been saving for a stormy day.

There is that belt whose stitching has become undone. A little clever stapling will fix it. Or perhaps you have a belt to shorten. Undo the buckle, cut off the extra length, punch a new hole or holes where necessary, and stamper the buckle back into place.

Now is the time to repair torn brief cases, typewriter covers, lamp shades, purse straps, and the many other things that can be repaired with a little ingenious use of the tools on hand.

Organize the recipes you have been clipping and saving. Either staple them to cards and keep them in file, or make a scrap book of them. Wrapping paper makes a sturdy book, and stapling makes an easy binding. Use the stapler to attach clippings to the pages and avoid curling the paper as will happen with paste.

Mom can also straighten out her "budget" file. Bills should be stapled together according to date, creditor, item or urgency. Cancelled checks are best arranged by date and attached to bank statements, or stapled on invoices already paid.

For every suggestion a clever housewife can think of a dozen more.

Nothing to do on a winter afternoon? Don't be silly! Get out your scissors and stapler, add a bit of ingenuity, and put the whole family to work.



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WINNIPEG PERSONALITIES

F/O M. F. LONG

The well-known eastern twang is absent, but the quick wit and pleasant humour of the "Newfoundlander" is definitely there. The photo accompanying this article expresses more than words the finer physical attributes of this young officer.

Following the normal schooling in her home town of Burin, a small town on Newfoundland's east coast, "Mary" Long began a career that was primarily designed to fulfill a long-time desire to travel. And so it was to this end that our personality enrolled as a student nurse at the St. John's General Hospital. You see, it was at the time when one had to be a registered nurse in order to qualify as a stewardess aboard the world airlines. Actually, Miss Long was not overly enthused about this nurse routine but it was considered a necessity in order to satisfy that life-long ambition "to see the world."

Thus, with dreamy visions of air travel to exotic lands and fabulous cities—Mary dug in.

Two years later, '53 to be exact, our young lady was about ready to throw in the sponge, when an RCAF recruiting unit visited the

hospital to lecture the student nurses on the career possibilities in the Air Force. This was it! Mary signed up and in a matter of days arrived at Stn. St. John, Quebec for basic training. Her travelling days had now begun. As an AW2, Mary was both enthused and confident that this impromptu move was a good one and that the future was indeed bright.

Having completed the basic course at St. John, Mary's next stop was at Aylmer, Ontario, where she attended and successfully completed the Clk. Typ. course. In '54, a posting to 4FWG at Baden-Soellingen, Germany, positively confirmed the recruiting staff's earlier assurance that there would be unlimited opportunity to travel.

The next two years were extremely happy ones. No opportunity to visit the many European points was missed, and today Mary expresses a tentative idea of someday returning to Switzerland—to a small town which she describes as "a dream."

In reply to queries on European ways and its people she said: "The people are more relaxed, less hurried, and not such confirmists to

protocol and fashion. The climate is more moderate, and each small country, or even provinces there, delight in their individual customs and traditions which makes travelling there most interesting.

On reaching the rank of Corporal, Miss Long applied for a commission and in June, 1959 she was granted a PC and shortly thereafter was transferred to Winnipeg. On the station F/O Long is assistant PADO and WPO (Women's Personnel Officer).

I asked F/O Long about the airwoman's uniform—how the styling, etc., was accepted by the girls. Well,—I heard about 'flared skirts'; straight jackets; overshoes, shoes; hats, and so on. I cannot explain the problems as they were presented but I did gather that the push is on for a more up-to-date outfit—that's for sure!

Still with the travel urge, Mary is keeping her fingers crossed for a proposed trip to Athens, Greece this spring, with the 436(T) Sqd out of Trenton.

F/O Long is very enthusiastic about a new course for the ladies-of-our-force, and to which she her-

(Continued on page 31)



LAW M. L. LENT

In contrast with VOXAIR'S first personality-of-the-month, "Maida" Lent hails from out Alberta way, and if this young lady is any criterion of "Western" beauty—"Go West, young man—Go West." In case you're interested; there's a twin sister back home in Duffield—that's only 40 miles outside Edmonton.

Not an unfamiliar figure here at Winnipeg, Maida's pleasing goodlooks and petite charm have graced our station for close to three years, and we hope her presence is continued for a while yet.

Miss Lent first arrived here in early '57. She was employed on contact training in the Accounts Section while awaiting a formal course. Later the same year she returned, this time as an honour graduate of the school at Aylmer, Ontario. Now whether or not this was coincidence or some careful manipulation on the part of our accounts personnel we are not prepared to say—But??

A keen participant in competitive sports, Maida, last year, tied Training Command's 1958 record for the 100-yard dash. She starred as a centre fielder in our girls' baseball team last summer, which, as you will remember, was only edged out by Clinton in the finals. An excellent basketball player and as of last summer has now added golf to her long list of skilled accomplishments.

Remarking on the girls' side of Air Force life, Maida said: "It is what you yourself make of it—there is travel, though I haven't had too much of that to date. Recreation facilities are unlimited, and one is never lonely or without friends." LAW Lent only recently re-engaged for a further two-year

period and is hopeful of an overseas transfer. "It would be a great experience," she says. Maida enjoys her work as well as the people with whom she works. A feeling that is mutual I'm sure.

Names such as 'Nat King Cole', and Como, are indicative of this girl's likeness to the more moderate of popular music and a definite enjoyment of similar dance tempos.

When asked for an appraisal of the airwoman's uniform, Maida replied: "The shoes and overshoes must go." Truly symbolic of this young lady's decisive character.

If all goes well, Maida will head for the west coast this coming summer to visit her grandparents there, and see for herself if this Pacific province is all that is claimed. Of course if that overseas posting comes along—BC can wait.

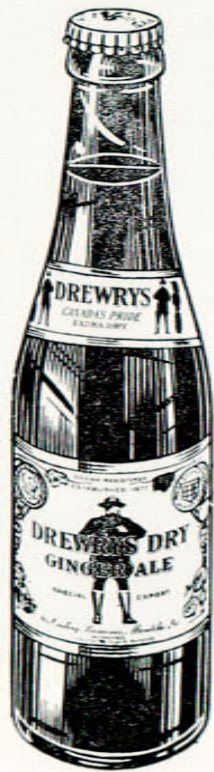
And for our single male readers; Maida is completely unattached, a situation that may seem deplorable to you but is definitely self styled. This young lady has all the feminine qualifications—plus. When the right guy comes along he won't stand a chance. Those eyes are devastating.

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*OH! TO BE
A CO*

AS THE parade stood rigidly at attention waiting for the arrival of the Commanding Officer, one airman was heard to remark, "Boy, it must be great to be a CO—nothing to do but carry out inspections."

This statement provoked us into doing some research on the duties, responsibilities and commitments of a CO.

Air Force Administrative Orders place upon a CO the responsibility for the operational efficiency of his station or unit, and in addition the responsibility for the whole of the organization, administration and safety thereof, but leave the detailed distribution of work between himself and his subordinates substantially to his discretion.

He shall retain for himself, however:

- (a) Matters of general organization and policy;
- (b) General control and supervision of the various duties he has allotted to others;
- (c) Important matters requiring his personal attention and supervision.

He must also give his personal attention to:

- (a) Matters that seriously affect the careers of officers, airmen and civilians;
- (b) Matters containing criticism of unit operations and administration;
- (c) Correspondence with next-of-kin on fatalities;
- (d) Financial matters, such as write-offs, administrative deductions, etc.

These duties are of a broad connotation and as can be imagined would include all matters such as releases, probation, audit observation, Ministerial inquiries, etc.

During any 24-hour period the CO may be called upon to solve Welfare problems, meet senior visiting dignitaries, discuss long range plans with civic officials, attend receptions, carry out inspections, hold a conference with his Section Heads, handle a charge, be guest speaker at either a service or civilian function, or handle any one of the many problems associated with running a station.

In attempting to find the average day for a CO, we soon learned that the average day didn't exist. We therefore decided to select a day at random. The date selected was Tuesday, January 26th.

- 0700—Awakened by alarm clock or small daughter.
- 0730—Breakfast.
- 0800—Depart for Station.
- 0810—0830—Visit Transient servicing, Met forecast office and FP Centre—check volume of traffic, snags, and weather.

- 0830—0900—Office work.
- 0900—Interview with CTSA on CE problems.
- 0915—Discussion on Officers' Mess routine with PMC.
- 0930—1130—Conference of OCs and Section Heads.
- 1130—Meet A/C Lane arriving by S/A at H16.
- 1215—Attend departure of A/C Lane.
- 1230—1345—Lunch with visiting group of Chaplains from all TC Western stations.
- 1400—Conference with TC SASO on establishment and role of Station FPC.
- 1430—Discussion with COpsSO on Station EDP.
- 1500—Review with unit PRO program of visits by citizen groups.
- 1530—Review files on a Flight Cadet who is being recommended for CT.
- 1600—Unofficial inspection of East Site hangar line.
- 1645—Dictation.
- 1700—Meet visiting Group Captain and escort to quarters.
- 1745—Arrival home.
- 1845—Depart for reception by Japanese Consul at Fort Garry Hotel.
- 2030—Return home.
- 2130—Attend semi-annual party in Bldg. 24 of Armament systems.
- 0045—Return home.

- * Curling schedule for 1730 cancelled.
- ** Unable to attend Farewell party for 4 AOS Officers in Officers' Mess.
- *** Briefcase of homework untouched.

The completeness of the variety of his duties, and the extent to which his powers of wisdom and de-
(Continued on page 17)



DENTISTRY OF THE FUTURE?

WHAT will a dental appointment be like in ten years?

The public has some pleasant surprises in store, predicts the Canadian Dental Association.

The dental office of the not-too-distant future as well as the treatment, the equipment and even the status of the various dental diseases will be quite different from what we know today.

Most people today think of the dentist as a man working in a rather small office, filling teeth, extracting them or constructing dentures. This mental picture already is beginning to fade in the mind of the public, and the Association feels a new picture will be in sharp focus by 1969.

What actually is the major cause of lost teeth? "Tooth decay," most people will answer. They are wrong. Periodontal disease, the disorders that attack the gums and other supporting tissues of the teeth, is the real villain.

Despite this fact, the average dentist today spends about 40 per cent of his time repairing the ravages



Dentistry of Yesterday



Dentistry of Tomorrow

of dental decay. In time, as the full effects of fluoridation and other preventive measures are felt, dental scientists predict that dental caries (tooth decay) will become less and less a problem. The dentist then will be able to concentrate his efforts on eradicating periodontal disease and other major dental disorders.

What then can the next generation expect? This shift in emphasis from repair and rehabilitation to prevention will mean far fewer toothaches, fillings and extractions. It can mean a lower cost for the individual patient's dental care. It can mean that permanent teeth really will be permanent, lasting a lifetime. And finally, it can mean that the mistaken notion, so commonly held today, that dental treatment must be associated with discomfort and pain will vanish forever.

Only 45 per cent of the Canadian public see the dentist each year. Fear of pain probably is the chief reason. And yet even today, new anesthetics, new techniques and particularly the newly developed dental drills, or cutting instruments as dentists prefer to call them, make this fear virtually groundless.

The principle underlying the new "feather-touch" cutting instruments, which will be standard equipment in the dental office of the future, is the high rate of operating speed. Instruments now in the experimental stage operate at speeds of 50,000 to 250,000 rpm, compared with the conventional drill speeds of 4,500 to 6,000 rpm. Higher speeds mean less pressure, less bone-conducted noise, and less chair-time for the patient.

Research and experimentation are going ahead in many areas of dental treatment. The Canadian Dental Association sees the following as some of the things you can anticipate:

Remineralizing agents to be applied to the teeth routinely to repair weakened enamel before cavities can get a start.

Effective anti-enzyme agents which actually will prevent dental decay. Dental scientists agree that the anti-enzyme agents now on the market are of little or no value in protecting the teeth.

New filling materials now being tested may be perfected—filling materials which stimulate in the repaired tooth the formation of secondary dentin, the substance beneath the enamel, and which will help ward off future attacks of dental decay.

A radically new x-ray machine may be in general use. Called the panoramic x-ray, this experimental device can take a complete mouth x-ray on a single film.

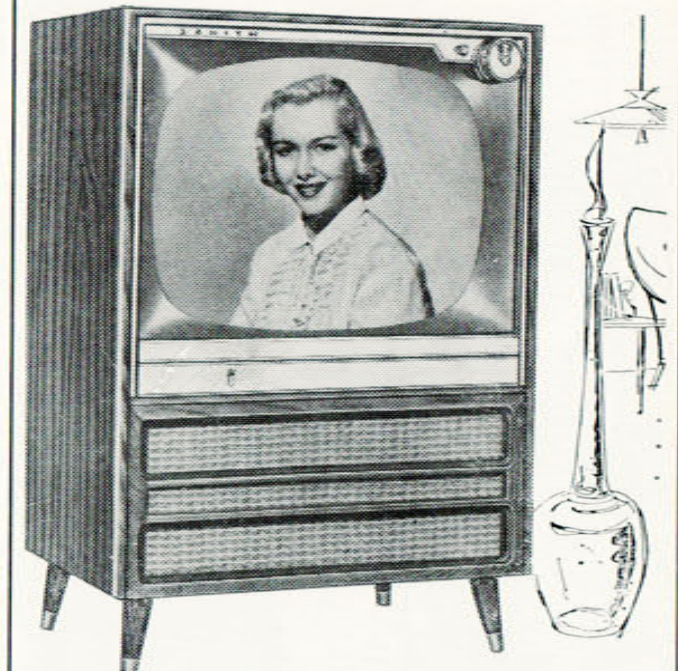
The future dental office and the type of practice will, in all probability, also undergo many radical changes. Many more dentists will be working in group practices with 10 or 15 other dentists and a proportionate number of dental assistants, hygienists and laboratory technicians.

What will a dental appointment in one of these group practices be like? After an initial examination by a dentist, a dental hygienist will clean and scale your teeth. Your complete dental and medical case history will be taken after you have a set of mouth x-rays made. Next there will be an examination by the diagnostic expert of the team and then a staff conference at which the group's members will plan your course of treatment.

There are many people today who think the most painful part of dental treatment is paying for it. Even that is undergoing a change. Post-payment plans to spread the expense over a period of one to two years are in wide use today. In ten years, you may even be participating in somewhat the same sort of pre-payment plans that are now offered for medical treatment. These pre-payment plans for dental care are receiving intensive study, and several are operating today on an experimental basis.

The above is not merely speculation or fancy. Most of the ideas either are being widely tested or are the subject of the new social and scientific research rapidly growing in dentistry today. Its object: Better dental health for more people tomorrow.

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OH! TO BE A CO

(Continued from page 15)

cisions are taxed is best exemplified by the following true episode:

One evening during the latter part of August, a knock was heard on the door of 440 Conway. Upon answering the door the lady of the house was greeted by the following complaint, from a 7-year-old future beauty queen: "Will you please tell the CO that two boys are over in the play ground riding on my bicycle and won't get off it!"

We haven't been able to find out what charge was laid against these two boys but we imagine they were handled in true airforce fashion.

These are but a few of the responsibilities and commitments of a CO, and from these we can decide whether or not the CO has anything to do besides carry out inspections.

NEWS IN PICTURES



WORLD'S HIGHEST FLIER—Capt. Joe B. Jordan, left, Edwards Air Force Base Flight Test Center pilot, is congratulated by Col. Royal Baker, director of flight test at Edwards AFB, after flying Lockheed's F-104C Starfighter to a new world altitude record of 103,395.5 feet. On the same flight, Capt. Jordan set a 30,000-meter time-to-climb mark of 15 min. 4.92 sec. and even surpassed the existing balloon mark of 101,516 feet. Hitting a top speed of 1600 m.p.h., the Starfighter zoomed up to the very brink of space. In setting the new mark, the F-104 became the first airplane in modern aviation history to recapture its own world record a 91,243-foot-high-altitude record set in May of 1958. The needle-nosed interceptor broke the altitude mark of 94,635 feet set last July by a Russian T-431 jet fighter. It also topped the 98,560 foot altitude mark claimed last week by the U.S. Navy with an F4H.

OTTAWA OFFICER RECEIVES AWARD

WINNIPEG, Nov. 25—Flying Officer J. J. (Jordie) Cook, of Ottawa (left), receives congratulations from Air Commodore M. P. Martyn, Chief Staff Officer, RCAF Training Command, Winnipeg, as he is presented with a clasp to the Canadian Forces' Decoration in recognition of 22 years' meritorious service.

F/O Cook, who received the award last week, is an aeronautical engineering officer on the Training Command Headquarters staff.

Born in Morrisburg, Ont., he received his education at Glebe Collegiate, Ottawa, and Ottawa, Tech.,

and is the son of Mrs. C. E. Cook, 41 Willard Avenue. He enlisted in the RCAF in 1937 as an aero-engine technician, and served in this capacity until 1942



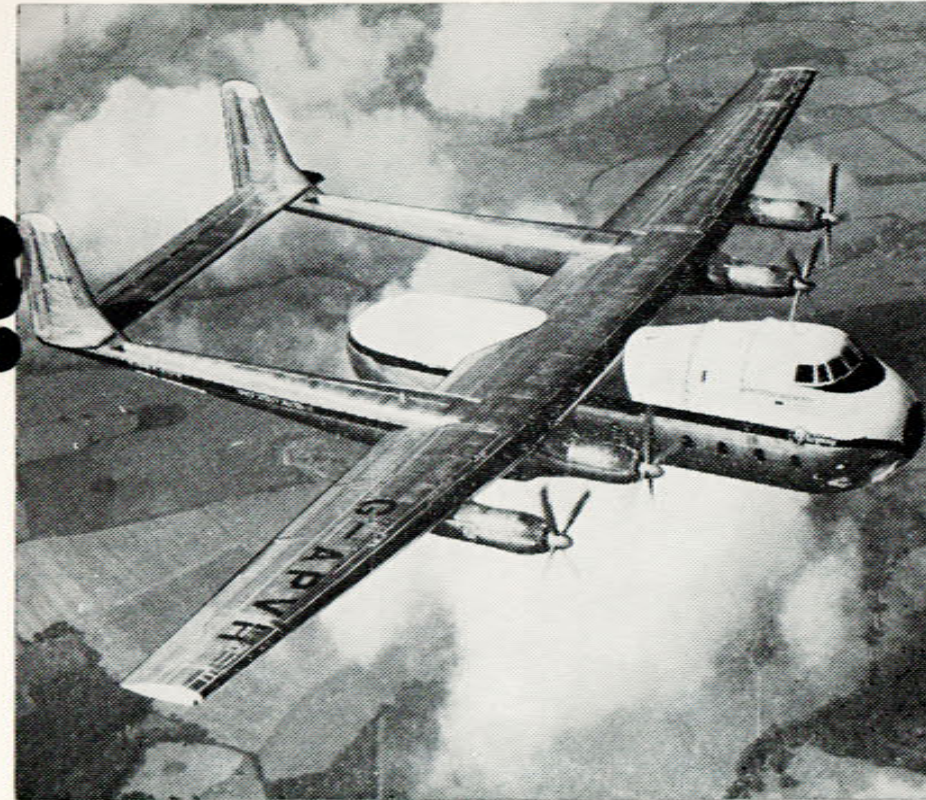
when he remustered to aircrew. After graduating as a pilot in 1943, he was employed as a staff and ferry pilot for the remainder of the Second World War. He returned to ground duties in his original trade at the close of hostilities. In 1955 he regained his commission, this time as an aeronautical engineering officer, and has been stationed at Winnipeg since then.

F/O Cook is married to the former Joan Clark, of Ottawa. With their two children, Wallis Jordan, 14, and Nancy Ellen, 9, they live at 456 Conway Street, St. James, Man.

ED. NOTE: F/O Cook became F/L Cook in Jan. 1960.



Photo presentation to Cpl. L. W. Murphy, Armt. Tech., for suggestion concerning a Wave Guide lamp.



An air-to-air view of the Armstrong Whitworth Argosy, a new British pressurised multi-purpose transport, arriving over Farnborough, Hampshire, England, for the opening there recently of the 20th flying display and exhibition organised by the Society of British Aircraft Constructors. The Argosy is powered by four Rolls-Royce Dart turboprop engines and is designed to provide flexibility and economy in the rapidly growing freight and aircoach market. It is equipped with full-width fore and aft loading doors, twin boom tail configuration and a high-speed loading system. It has been provisionally ordered by a U.S.A. airline, and will carry 131½ tons of freight or 83 passengers over short and medium stages. Movable bulkheads and quickly detachable fittings make it swiftly convertible from all-freight to all-passenger or freight/passenger roles. It is pressurised and air-conditioned to cruise at 296 miles an hour at 25,000 feet.

The Farnborough Show is claimed to be the most elaborate "private venture" of its kind in the world and it is a vital link in the British aircraft industry's export drive. Outstanding features of this year's show were new airliners, freighters and "vertical risers", among them being the Armstrong Whitworth Argosy freighter-coach and the "cushion-riding" Saunders-Roe Hovercraft.



An international team of judges examines an RCAF target during the air-to-air gunnery competition at Cazaux, France. The RCAF won the competition for the second consecutive year. Eight teams, representing the air forces of Canada, France, Belgium, The Netherlands, the United Kingdom and the United States, took part in this year's meet. Live and cine shooting was carried out. In all, 13 of the 15 NATO nations were represented at Cazaux in the organizing committee, the committee of judges and the participating teams.

—Public Information Office, 4th Allied Tactical Air Force, Ramstein Air Base, Germany

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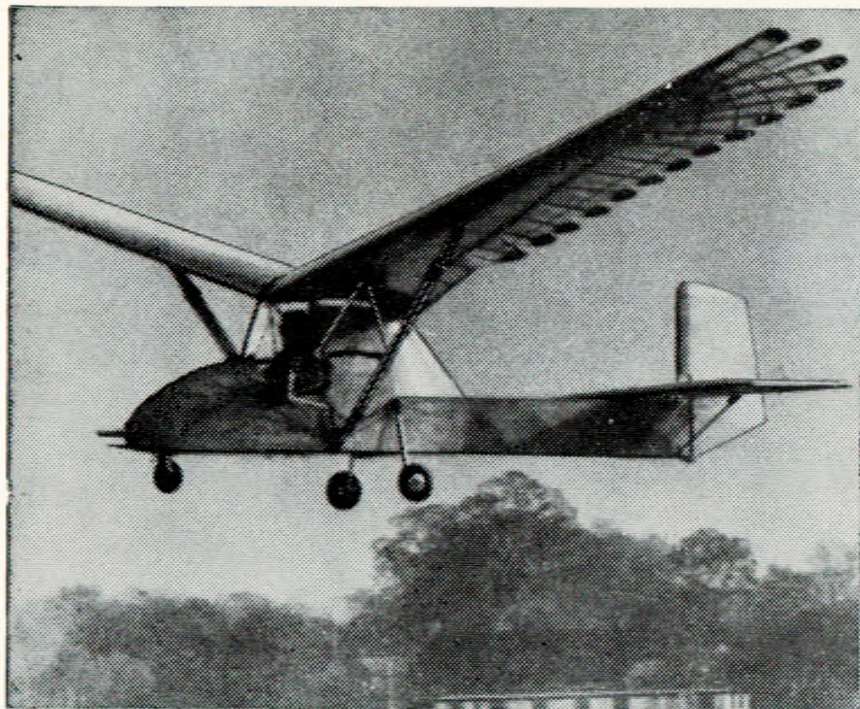
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"Boy, what a wind!"



THE "ORNITHOPTER" SPREADS ITS WINGS

Britain's revolutionary birdlike "man-powered" aircraft is seen here spreading its wings as it "flies" for the first time during tests at Cranfield in England recently. The "Ornithopter", invented by a 39-year-old London sculptor who was at the controls, rose to a height of about 20 feet during the tests. It was towed at forty miles an hour by a saloon car. These towed flights are believed to be the first ever made successfully by a machine with wings constructed like those of a bird. The "Ornithopter" has feathered bird-like wings which flap to obtain lift and forward speed. The pilot moves them by means of foot pedals and handgrips used like oars.



This fine air-to-air study shows the new Vickers Vanguard airliner, making its first public appearance in Britain, arriving over Farnborough, Hampshire, England, for the opening there recently of the 20th flying display and exhibition to the Society of British Aircraft Constructors. The Vanguard, which is powered by four Rolls-Royce turbo-prop engines, can carry up to 139 passengers and is intended for high-density short-to-medium stage networks. With a cruising speed of 425 miles an hour, its range with maximum payload is 2,300 miles. British European Airways and Trans-Canada Air Lines have each ordered 20 of these new airliners.

The Farnborough Show is claimed to be the most elaborate "private venture" of its kind in the world and it is a vital link in the British aircraft industry's export drive. Outstanding features of this year's show were new airliners, freighters and "vertical risers", among them being the Armstrong Whitworth Argosy freighter-coach and the "cushion-riding" Saunders-Roe Hovercraft.

WORLD STATISTICS

WHILE its hard to get a grip on the statistics of the World population and the pressures they represent in political and war-making potential, it can be done by reducing them to one town of 1,000 population. Of that 1,000, 60 would be Americans all other would be in the remaining.

The 60 Americans would have one half the total income and all the others the other half. Eighty persons would be believing Communists and 370 would be under Communist domination. The 60 Americans would have a life expectancy of 70 years, the other 940 would be lucky to average out at 40. The Americans would have 15½ times as much as all the others and would produce 16 percent of the food supply. The Americans would have 12 times as much electric power, 22 times as much coal, 21 times as much petroleum, 50 times as much steel and general equipment as all the rest.

The lowest income groups of the Americans would be better off than the average for the rest of the town. Most of the non-American people would be poor, hungry and sick; and half of them would be unable to read or write. More than half would never have heard of Christ or what he stood for, but very soon more than one half will have heard of Karl Marx and why he should be followed. Each of those American families is spending \$850 a year for defence to be sure Karl Marx isn't the only one that whole town or world will know about by the year 2000.



PACKING FOR "MISSILE ALLEY"—At Valcartier, P.Q., Flight Lieutenant Murray Sweetman and Defence Research Board technician William Laforge check equipment being packed for "Operation Lookout" to be based on Ascension Island in the South Atlantic. In co-operation with U.S. research agencies, the DRB-RCAF team is to gather information on ballistic missile re-entry at the end of "Missile Alley", the range which begins at Cape Canaveral. Canada's CF-100 was chosen for the job because of its unique qualities. F/L Sweetman, who hails from Little Britain, Ont., heads the RCAF detachment, leaving this week. (National Defence)

GROWING OLDER?

A recent analysis of achievements of 400 famous men throughout history is highly encouraging to all who think they are growing old.

The study revealed that more than one-third achieved their greatest accomplishments after they passed the age of 60. A surprising 23% scored their greatest success in life after the age of 70.

HAVE YOU HEARD

About the workman who couldn't go back to the job even after his broken leg healed? Compensation set in.

* * *

The automobile has proved to be a great moral force in America. It has stopped a lot of horse stealing.

* * *

Give less thought to what people are thinking of you, and you will have more time to think well of them.



Vertol helicopter of 121 Communications and Rescue Flight lands on lawn at front door of Shaughnessy Military Hospital with a patient aboard during a recent mercy flight. (NATIONAL DEFENCE PHOTO)

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TWO HELICOPTERS JOIN THE QUEEN'S FLIGHT

The first two Westland Whirlwind helicopters (above) ever ordered for the Queen's Flight take off for the Royal Air Force Station, Benson, near Oxford, England, after being handed over to the Commanding Officer of the Queen's Flight, Wing Commander R. G. Wakeford, at the maker's works in Yeovil, Somerset. Each helicopter is powered by a 750 horse power Leonides Major piston engine and can carry up to seven passengers. The six-seater interior (right) — where technician Mr. Mills is seen testing the intercommunication system — consists of two fully reclining luxury seats against the rear wall; two seats with occasional tables let into their backs; and, at the front, a further pair of lightweight seats. Interior furnishings colour scheme is exclusive to these helicopters, though there are few special fittings and additional items of equipment. The Decca Navigator



and Flight Log have been installed to provide the pilot with continuous information about his position and course. There are flashing anti-collision lights above and below the fuselage.

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THE BIG EFFECTS OF LITTLE THINGS

It's not always the big things that do the most damage, the Masonic Journal points out.

Termites destroy more property than do earthquakes.

Rodents are more destructive than tornadoes.

More fire losses are caused by matches than by volcanoes.

More people are killed by cars than by wars.

Microscopic bacteria are more deadly than the atom bomb.

More money is stolen in minor thievery than in major robberies.

More character is damaged by small evils than by flagrant violations of morality.

More heartache and sorrow is caused by little words and deeds of unkindness than by open acts of dislike or enmity.

* * *

Experience may be the best teacher, but it teaches too many things I don't want to learn.

A word of greeting to the new members of the station. The Station Library has a good selection of books, magazines and newspapers to choose from for your reading pleasure, so pay a visit to the Library and enjoy a few hours of pleasant reading or studying.



By CPL. J. GUSTAFSON

Weight Training

ON Thursday 14 Jan. at 1900 hrs. in the drill hall, a team from Transcona put on an excellent show of Weightlifting under the direction of Mr. G. Thompson, National chairman of Weightlifting. As a matter of interest, Mr. Lodorchuk did deep-knee bends, (squats) with 500 lbs. on his shoulders.

To the average person weight-training means bulging muscles and a lot of silly work for nothing. Usually thoughts about weight-training are based on the idea that weight lifters are muscle bound and lack co-ordination. The facts are that weight-training holds the only possible solution to many deep-seated problems of young and old alike. This training is not to be confused with competitive weight lifting.

If interested people would pursue the issue, they would find that many top athletes work with weights, and there are many varied courses designed to overcome certain deficiencies.

Doctors all over the country are prescribing weight training for men with nervous conditions and inferiority complexes. Weight-training has also contributed to the release of pent-up emotions.

Weight training on this unit is generally done in the evenings or in the case of shift workers, during the day. Let no one fool you — a full weight training session is rough and one must have a great desire for accomplishment to gain the full value.

There is a definite need for systematic exercise in the lives of everyone of us, particularly as we grow older. Regardless of age, a routine should be followed that will help retain and even increase flexibility. Some people believe that at the age of 35 or more it is too late to do anything about improving posture and general health — nothing could be further from the truth!!

It is always wise to consult a

physician prior to a weight training programme, particularly anyone having been afflicted with previous injuries.

Modern training methods are improving men and youth all over Canada and Europe and Olympic records continuously go up and up.

When all of our Canadian athletes, and more important, their coaches, come to realize and admit that sensible physical training with graded resistance, primarily



Transcona weightlifters, pictured from left to right, M. Quelch, A. Atomanchuk, M. Lodorchuk and Mr. G. Thomson.

with barbells, is the real secret to better performance, this country's prominence in the field of international sports is bound to increase. Weight training is continually opening new avenues of body improvement and physical limitations remain only where individuals place them.

In the service where we have thousands of dollars in equipment at our disposal, it is surprising to see the few who take advantage of its use.

We, in the service are becoming spectators rather than participants. It is for this reason that so many cannot pass simple tests in strength, speed, co-ordination and endurance.

It might be interesting to know that very few airmen between the ages of 18 and 25 cannot do 6 chins (pull body weight upwards to overlook chinning bar).

With increased interest in body-building by school aged youngsters on this unit, it has been decided to take periodic weights and measurements of each child.

The youngster obtaining the best overall body improvement is to receive a trophy for his efforts.

Children's classes are held on Monday, Tuesday, and Thursdays from 1900—2000 hours and adults classes from 1900—2100 hrs. on the same nights.



Cpl. J. Gustafson is shown having children do chest development exercises.



A student of the Weight-Training class does chin-ups to develop arm, shoulder and back strength. (Notice proud profile displayed in mirror.)

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BOOK SHELF

By F/L E. TEIMAN

ORDE WINGATE

by CHRISTOPHER SYKES

(Collins)

This is the biography of one of the most outstanding and thrilling figures of World War II. An individualist in all things, no soldier, and in particular no professional soldier, could be as unconventional as Orde Wingate. For instance, what junior officer would dream of interrupting his Chief of Staff during a field exercise to complain about not being sent to the staff college? Although he did not qualify for the staff college, he did succeed in convincing the Chief of Staff that he was worthy of a staff appointment, and received one shortly thereafter, which event proved the turning point in his future career.

In 1936 this extraordinary man went to the Middle East as an army specialist in Arabic affairs, but for several years his political sense of the Arab-Jewish situation remained somewhat imperfectly balanced, even though extremely acute. In other words, although he knew much about the military opinion of the area, he never noticed the burning political issue of Zionism. When, however, he was introduced to this cause he was to study and concentrate on it to the

extent of becoming a Zionist himself. All his life, Wingate was the champion of the underdog, and it can be said that the Arabophil society predominant at that time was a contributing factor in setting him upon the path that he followed. To espouse the lonely cause that he did was entirely suited to his strange combative power. He showed his military genius in Palestine in the organization of special patrols against Arab terrorists, and it was here that he came to the attention of General Ironside, then the C.I.G.S.

In Ethiopia, where he was commander of the troops in the immediate service of Haile Selassie, his brilliant campaign of bluff and courage was noticeably responsible for a good part of the Italian defeat and the restoration of the Emperor to his throne.

But it is as the leader of the famous Chindits that Wingate will best be remembered. In 1943 when the fortunes of the Allies were at their lowest in Burma, he led his brigade out of India into Burma, far behind the Japanese lines, harassing the enemy, and gaining

vital experience which would prove of immense value in future operations and eventual victory. Although he was under severe criticism at the time, and has been criticized since, the author convinces us that these expeditions paid generous dividends. Certainly there can be no doubt of Wingate's heroism or that of the men he commanded.

Christopher Sykes draws the reader a portrait of a thorough, brilliant and exceptional man. His approach to problems were coldly and ruthlessly idealistic and he could be a difficult man to his colleagues who could not stand the shattering impact of his personality. Yet it would not be untrue to state that his men would follow him anywhere, and the enemy dreaded his name. His greatness was recognized by Sir Winston Churchill, who speaking in the House of Commons in 1944 said of Orde Wingate, "He was a man of genius, who, had he lived, might well have become a man of destiny." He was killed in an aircraft crash in April 1944 in Assam. It may be said that Sir Winston's words are his finest epitaph.



Top row left to right: F/C AM MacKinnon, F/C LD MacDonald, F/C DJ Henderson, F/C KL MacLennan, F/C GD Milne, F/C SA Omiclanowicz, F/C IG Stewart, F/C HB Tufts, F/C LR Jones.

Graduation Class

5814 RO

Graduation Class

5816 AI



F/C HG Malton, S/L DL Munroe, F/C DJ Hanna, F/C JW Sullivan, F/C JL Lahey, F/C JP Desjardines, F/C TH Bogle, F/C WC Shields, F/C DF Parker.

VAN'S VERBALITY

By WO1 VAN BUSKIRK

A few friends have approached me in the past several months, since my arrival at Station Winnipeg, and asked, "Why don't you write something for Voxair" and then followed up with, "You used to write for station papers at other units." What can I say. I just shrugged and replied that I don't seem to be in the mood lately, or, I can't seem to think of a good subject to write about. Of course these excuses are sheer nonsensical, as not only am I in a disconcerted and semi-frustrated mood lately (the proper kind for writers) but I also can think of many subjects to write about!

For example, I could write an article about the primitive, barbaric conditions that exist in some parts of Africa today, in spite of Dr. Livingston's extended visit there in the last century and the difficulty that Stanley had in finding him. But then this would perhaps be a dry, uninteresting subject.

As I come from Nova Scotia (wipe that sneer off your face, brother), I could perhaps write a feature about the lobster, that marine crustacean with five pairs of jointed legs, the first having the

pincer claws capable of snapping off a man's fingers. Probably I could write a few lines about the activities I have observed by people in their attempts to separate the meat from the shell. I have witnessed the tough lobster shell attacked by hammers, knives, fists and even the heel of a shoe, when the feeling of futility set in. I have seen people glance shamefaced at others for a moment and then return to hacking at the lobster with added frenzy and a maniacal gleam in their eye. It is remarkable and laughable too. Watch the antics the next time you attend a party where lobsters are being served whole, in the shell, from a buffet. Some people almost run to take up the challenge once the lobster appears and then commence the battle immediately.

I don't suppose there is any other food that has contributed so much to the laundry and drycleaning businesses as the poor little unsuspecting lobster. Most people find it practically impossible to eat one without taking a bath afterwards and having a complete change of clothing. Yet, the next time that lobsters are being served, away they go again! I feel that it must

be the cost of the lobsters that transfixes so many and makes them so eager to wrestle the last ooze of meat from the spindly little legs. Oh well, at \$1.50 per pound a person should be entitled to a bit of frolic. If it's not the cost, then there must be a desire for adventure to appear worldly wise.

Now, the oyster is the edible mullusk that has the most people buffaloed. They pick it up, turn it around a few times looking for a non-existing split to insert the knife blade to open it. After furtively looking around to see that no one is watching, they make several unsuccessful attempts by stabbing at it with the knife, then usually pull the corners of their mouth down in a chagrined manner, wrap their cut fingers in a handkerchief and ease themselves to the background in search of a band aid.

It's no wonder that the lobster and the oyster have not become extinct like several of our game birds, fish and animals. Getting past their armoured bulwarks poses too much of a problem for the tired sensitive business man of today. Although he may enthusiastically join the safari to hunt water buffalo (no doubt one of the most formidable of the beasts), or eagerly trek to far away places in search of mountain goat or a kodiac bear, no one but a commercial fisherman would

deliberately spend any time raking oysters or trapping lobsters because even when you have been successful in the catch, the problem just commences. It is easier to throw them back in the water and just forget about the whole thing. However, if you want to see some amusing antics, just put either, or better still, both, of these challenging obstacles on the table at a stag party, then stand back and watch the fun of mass hysteria. If you want twice the amusement and are an amateur at this business, join the act yourself!

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TV TALK

Edited by ERNIE CARRIER



GUEST ON NEW CBC-TV SHOW

Denyse Ange will be the guest on the first telecast of a new CBC-TV program, Stage Door. The weekly show originates in Winnipeg. Appearing with the pretty French-Canadian singer will be the show's regular artists, conductor Bob McMullin, vocalists Norma Vadeboncouer and George La-Fleche, and the Stage Four quartet.

TOP CITY BOWLERS TO COMPETE IN TV EVENT

EIGHT of Winnipeg's 16,000 bowlers will be selected to compete in a special seven-week tournament to be televised live by CBWT, commencing March 26th. The tournament will be seen at 3:00 p.m. every Saturday afternoon through May 14th, with the exception of April 16th when no bowlers will be available.

Arrangements for the TV tourney are being made by the Winnipeg Five Pin Bowling Association under the direction of Past President Marc Turoldo. The Association will arrange a preliminary event to determine the eight bowlers to go before the cameras.

Eighty high average bowlers will play a qualifying round consisting of eight or ten games. The top eight will be selected by total pin fall. There will be no handicaps and women will compete against men on an equal basis.

The bowling telecasts will be produced by George Kent who also produced the widely-praised Western Conference Football telecasts.

FAIR FACTS ON FAIRFAX

Blonde, blue-eyed Joan Fairfax brings a touch of glamour to Sunday viewing. Joan sings, plays the piano and introduces her guests on The Joan Fairfax Show seen each week on the CBC-TV network. The show features music from current Broadway musicals. Regular artists include the Alan Lund Dancers and orchestra conducted by Samuel Hersenhoren.



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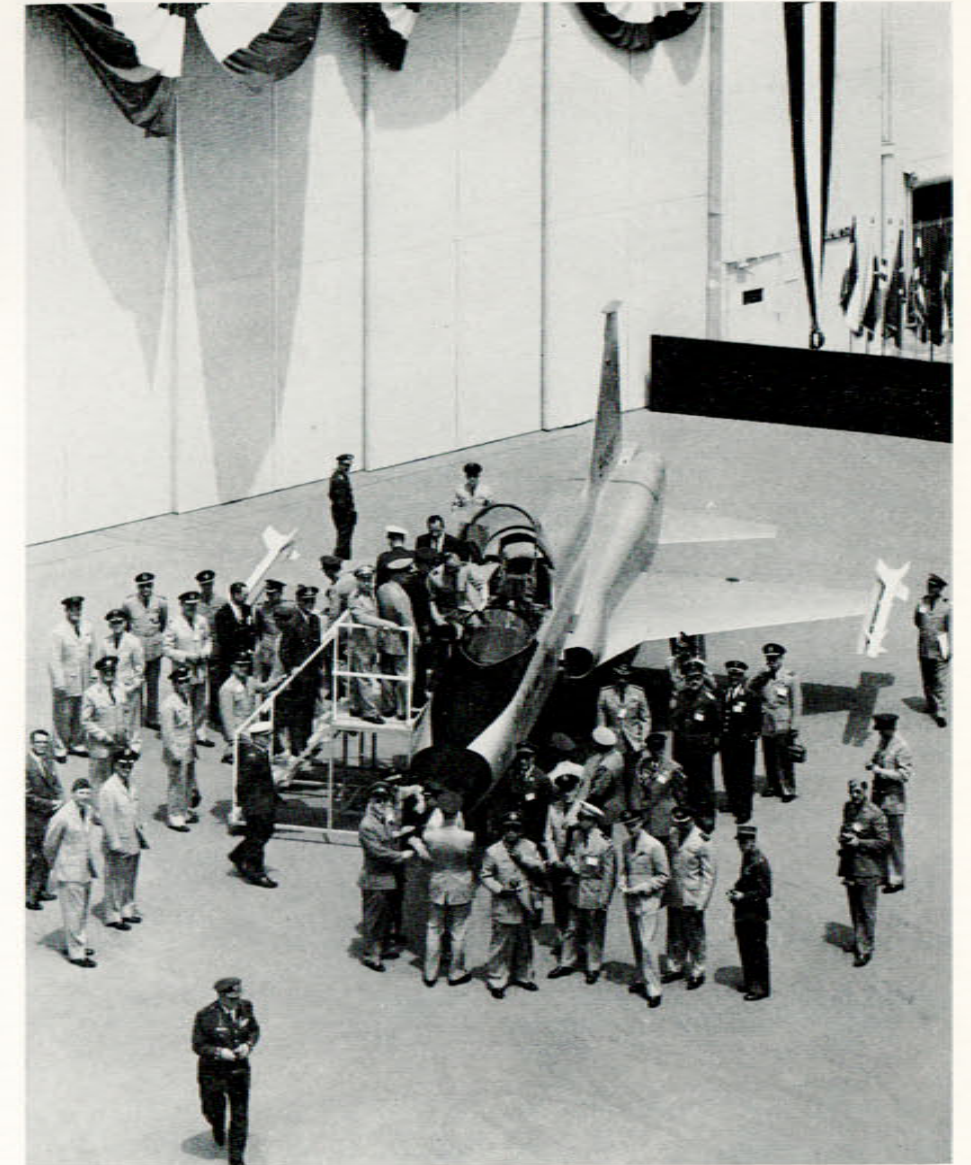
Hugh Garven
Former member of the RCAF

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NEW FIGHTER UNVEILED—Northrop Corporation's new N-156F multi-purpose fighter, designed for the air defense of U.S. allies, is shown being rolled out at the company's Norair Division at Hawthorne, California. More than 500 persons witnessed the ceremony. The audience included military representatives of 40 Free World nations. The supersonic N-156F, designed in parallel with the U.S. Air Force-Northrop T-38 Talon basic trainer, will provide top fighter performance at much less cost than current fighters, Northrop officials told the audience.

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SECTION NEWS



F/O R. Meush obtains batteries from his brother, LAC Anatole Meush, for a sextant which is used in night flying.

WEEKEND WARRIORS OF 402 SQUADRON (AUX.)

Much like the Montreal Canadiens Hockey Club, 402 Squadron has a team of brothers on its roster. These two, F/O "Ron" and LAC Anatole Meush, are the subjects of this month's personalities column.

F/O Ron Meush was born in 1937 in Vonda, Saskatchewan, while LAC Meush was born in Yorkton, Sask., in 1941. A few years later their father moved his family to Transcona and then finally to Winnipeg.

Ron Meush first joined the RCAF (Aux.) in 1953, and soon became an Instrument Technician Group 1. After his training at 3052 Technical Training Unit, he joined 402 Squadron. He was fortunate to spend a summer in the instrument testing lab at RCAF Station Cold Lake under 402 sponsorship. The next year, 1956, he returned to 3052 TTU and spent the summer as an instructor in his trade. By that time, he had reached the rank of Acting Corporal.

In the fall of 1959, Corporal Meush applied to 402 "City of Winnipeg" Squadron for sponsorship in a short service commission. He was accepted and trained first at 2 PSU(O) London, Ontario, PFS Centralia, and then 2 AOS Winnipeg. While at 2 AOS in Winnipeg he was a member of course 5715, under the directorship of F/L W. Murdoch and F/L G. Poll. F/O Meush received his observer wings from Air Commodore J. B. Harvey, AFC, CD, on 9 January 1959.

The younger of 402's team of brothers, LAC Anatole Meush, followed his

older brothers' footsteps and joined the RCAF (Aux.) in 1959. He enrolled in the electrical course at 3052 TTU Squadron and came second in his class and then transferred to 402 Squadron. He is presently a member of the electrical section of 402.

As well as being members of 402 Squadron, both F/O and LAC Meush are attending St. Paul's College at the University of Manitoba.

LAC Meush, who is taking second year arts at St. Paul's College, is quiet and studious by nature. His concentration on books has been very rewarding, however, for he received a prize two years ago from the Great-West Life Insurance Company for the highest marks in Grade XI English and Mathematics at St. Paul's and that same year, he received an award from The Canadian Mathematical Congress when he came second in a province wide mathematical competition.

When he isn't reading or studying, LAC Meush spends a lot of his spare time at artistic activities—he sketches and paints well, and frequently takes part in amateur dramatic productions. The past year he also became interested in the guitar and taught himself to play!

F/O Meush is taking third year science at St. Paul's, and he spends most of his spare time as a 402 line navigator and Squadron Historian. On completion of his university course he plans to make his career in teaching or in the RCAF.

These are two young men of Winnipeg who are helping themselves and contributing to their city by voluntary service with 402 "City of Winnipeg" Squadron.

AIRCRAFT SERVICING EAST

By CPL. (TED) SIMMONS

Well fellows, it is probably the first time that our sections have joined hands in a column for Voxair, but with the New Year 1960 just underway, we hope to be able to see more in print regarding our little Domain East of Runway 36.

Wedding bells rang out in 1959 for some boys. Congratulations and Best Wishes to AC1 D. E. Ackroyd and his bride. A general warning to all BATCHELORS this is LEAP YEAR and we hear it is Open Season on Sergeants especially in the trade of Flight Engineer. Need I say more.

Congratulations are in order to the lucky parents who have recently been blessed with newcomers.

LAC and Mrs. R. Callacott—a daughter, "Tami."

LAC and Mrs. R. Mills—a daughter, "Darlene."

LAC and Mrs. McGovern—a daughter, "Catherine."

LAC and Mrs. A. F. Charles—a son, "Donald Bruce."

LAC and Mrs. Coleman—a daughter, "Rhonda."

LAC and Mrs. Evans—a son, "Billy."

Sgt. and Mrs. J. Gilhooly—a son, "Reginald."

We have a few new trade grouping changes, congratulations fellows and to those who didn't make it, "Cheer up and let's give it another try" in April. With the Festive Season over and practically forgotten we have a couple of fellows back from courses. Cpl. "Bob" Lindberg from the Creman's Course at Camp Borden and Sgt. Dave Galbraith from the SSTS Course, Camp Borden. Say Sarge, how was the trip home? We bid "Bon Voyage" to Cpl. SF Brown and family who have been transferred overseas to France.

With our weather down to 22° below these last few days I am surprised Old Dad MacAulay and Boo-Boo Mills haven't been out after those deer that they scared half to death this fall, they should have slowed down now. Goats, my, my what next. It has been said that a certain Sgt. from 111 KU is all set to bag himself an elk. What are you intending on using, Sarge? An Anti-Tank Rifle? Best of luck no matter how you assassinate it. WO "Terry" Glencross and Cpl. Marshall seem to be locking horns over a past hunting trip up the Winnipeg River. Trying to obtain information regarding this trip is not the easiest task in the world, but it appears this river they were "cruising" up, was travelling in the opposite direction faster than the boat and crew. Can you visualize the outcome of such an adventure? I will tell you and get them to tell more for the next edition.

Sgt. "D-Day" (5th June) is out for blood, boys—so look out. He is doing pretty well at it as he got a pint out of our typist, Mrs. Joan Masters, and yours truly.

It has been learned by the writer that our OC F/O "Ted" Partridge's daughter "Lorna" met with an accident while tobogganing with her brothers. She is resting comfortably now. We all wish Lorna a speedy recovery.

When the New Year came in, it also brought in a few transfers for some very lucky people. Our OC F/O Partridge—Overseas, Cpl. LaFosse—Overseas, Sgt. Galbraith—6 Rd. Trenton. We all wish them the very best, wherever their new stations may be.

3052 TECHNICAL TRAINING UNIT

One may consider that in effect this unit is to the Auxiliary what Camp Borden Ontario, in trade training, and St. Johns Quebec, in Manning Pool procedures, are to the Regular Force. We are then both a Manning Pool and Trade Training centre at one time. One can realize the organization necessary to run two such programmes under a single command.

The unit is in the hands of Squadron Leader Frank Dann, who has been with the Auxiliary since 1952. His military service during hostilities was four years with the Royal Canadian Navy in the Electrical Branch. Prior to being appointed Commanding Officer of 3052 TTU in March 1958, S/L Dann served as Chief Technical Officer in charge of training. In civilian life he is head of the Electrical Dept. of Technical Vocational High School.

It may be of interest to note that during the brief span of nine years since its inception, this unit has been under three Commands, Tactical Air Command, Air Defence Command, and presently under Training Command.

3052 TTU was formed primarily to increase the technical knowledge of Auxiliary personnel. To meet this aim sections were formed to cover each RCAF trade that had a place in the



CO 3052 TTU S/L F. P. Dann

Auxiliary, with the exception of the Intelligence and Medical Units.

To offset the occasional depletion of units such as 402 Squadron, 2402 Squadron and others, it was decided to establish a pool of semi-skilled men to fill vacancies as they appeared, thus the Reserve Tradesman Training Plan, known as "R.T.T.P.", came into being.

Personnel interested in the RTTP are processed through the Auxiliary Recruiting Unit. After completing the recruiting procedures which include classification tests and medical examinations, the successful RTTP applicant is forwarded to this unit where he or she undergoes a mathematics test. Success at this means the candidates are accepted for the RTTP programme.

The programme consists of two phases. Phase one, in which all aspects

of service life are outlined to the student, covers History of the RCAF, drill, department, Military Law, Careers and Aircrafts in Use. Phase one covers a minimum total of forty hours.

Phase two is concerned only with trade training. All points in each trade are covered from First Aid and Basic Workshops, to general knowledge of the trade to Group I level.

On completion of trade training in August the RTTP tradesman attempts and generally passes his Group I trade test.

In subsequent articles we shall endeavour to explain the different phases of RTTP training in more detail and each article will also introduce another staff member of 3052 Technical Training Unit.

F/O M. F. LONG

(Continued from page 12)

self recently attended. It's a self-improvement program for the girls, and is slated to be instituted at all units through the recreational level of the different commands. The girls are lectured on, and shown, the latest in m'ladies wear; hair styling; posture; the art of being lady like; walking; sitting; in short, a full model course. "You may laugh," said F/O Long, "but it is the best course I have ever attended. We enjoyed every minute of it and to a girl these things are very important and worthwhile."

A wonderful personality complemented by excellent leadership qualities—single, attractive, not engaged—F/O Long is certainly a welcome and refreshing addition to any station. We're sure glad it's ours.

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RECREATION NEWS

By LAC C. LENZ

The year 1959 has passed, leaving fond memories in the minds of all sports enthusiasts. Stn. Winnipeg has competed in all types of sports, ranging from Inter-Section level to the Command Championships.

In golf, an eight-man team from Stn. Winnipeg won the 14 Training Group Championship held at Stn. Penhold and went on to place third in the Training Command Championship at Stn. Centralia.

St. Winnipeg won the 14 Training Group Men's Basketball Championship while our girls' team won the City of Winnipeg League, losing out in the play-offs to the Soo Line Millers.

In Archery, Stn. Winnipeg won the 14 Training Group Championship and established a new team and individual scoring record.

In Track and Field, Stn. Winnipeg was represented by F/C J. Gibson, LAW A. Brown and LAW K. Milne.

Softball saw our men's team lose out to Stn. Gimli but our girls' team won the Western Zone play-offs and were defeated in the Training Command play-offs by Stn. Clinton. They also competed in the Sargent Park House League, defeating T. Eatons in a best of three series.

There are many more activities that Station Winnipeg has participated in, too numerous to mention, but 1960 is here now and we have plans for many new sporting ventures which, with keen station participation, should bring home even more championships than in the past.

This year, Station Winnipeg will have one of the most modern and up-to-date Track and Field areas in Manitoba. The area behind the Rec. Centre and Swimming Pool will consist of: Soccer playing fields, Flag-Football

fields, Cricket field, three Softball and one Baseball diamond. Plans are also being discussed as to building two Tennis Courts.

The facilities are here, it is up to you to participate and make 1960 one of the best years in Station Winnipeg's Sporting history.

Hope to see you all at the Recreation Centre!

AIRCRAFT SERVICING WEST

By F/O G. M. HOPKINS

One of the more interesting stop-overs in Transient Servicing lately, has been the North Star bringing back a Variety Show from Churchill. Some of the stars on board were, Juliette, Tommy Hunter and Geordie Tapp whom we have all seen on TV.

CPA will be using our VIP spot to park the first arrival of those immigrant TB cases we've been reading about.

A fond farewell to Sgt. Lynch transferred to AMC Ottawa, and LAC Davis going north (to No. 11 Hangar).

A hearty hello to Sgt. Stock who will be taking Sgt. Lynch's place, and LAC Nelson who will be filling the big hole LAC Davis left.

Our Hangar No. 10 has been the scene of many great things lately, especially the last spectacular 18 Dec. '59 parade commemorating the first Wings Parade held 35 years ago. Somehow we wish the hangar had been left decorated. We miss the repairmen, electricians and plumbers who did such a wonderful job keeping the hangar in preparation for the event. Since the parade, AC1 Allen journeyed to Halifax and changed Erma Buell's name to Mrs. Erma Allen, Eugene Whitney's hockey sessions have ended due to a cast on his leg, Cpl. Merr Merriam won a curling game, AC1 Asmundson attained his Group 2, LAC Bittner won his first curling even if it was via the default route, and our coffee bar has been replaced by machines. Everyone says the machined coffee and tea is satisfactory but it is doubtful it has done FS Korody any good. When we made our own coffee, he promised us a ping pong table sometime in 1960, but now he says, "maybe when I retire." Hell! that's ten more years to go.

The surprise of the year is that there were no hangovers in No. 11 Hangar after the festive season. Either the boys were broke, or they drove and drank tea. Has anybody got a left front fender for a '54 Ford? If so, we have a buyer. Our ex-boss FS Vidal has gone to the research section. Best wishes for an enjoyable tour in research, Flight.

FS Cuthbert has take over No. 11 Hangar. We all wish you a happy stay. With FS Cuthbert comes new furniture for our smoke room. It goes well with our new cigarette and coffee machines. Another new face is that of LAC Nelson from Chatham, N.B. Welcome to the tribe. Anyone know how we can squeeze 8 Dakotas into No. 11 Hangar? If so, write the editor of Vox-air. We would sure appreciate the sug-

gestion. Wonder if Cpl. Bullis is going to Halifax soon. I hear he likes it there.

That about sums it up for now. See you next issue.

16 HANGER

By LAC J. LEWIS

Leaving for the RCAF Compoer at El-Arish, LAC Quinlan can safely dispose of his "LONG JOHNS," while Cpl. B. MacDonald, coming from Servicing and exchanging with Cpl. Rankin, has undertaken a somewhat short move.

LAC Amos Belevieu and his wife were worried over their income tax rebate. Too bad, Amos—better luck next time. Also congratulations to you both on the arrival of a new 8-lb. son.

Congratulations also to Cpl. Black of telecom and his wife. They are the proud parents of a new baby daughter.

Cpl. Hudson recently joined Cpl. Atkinson and LACs Theriault and Cra-ven, who then went ahead to win the curling honour of representing the Station in the ZONE ROUND ROBIN for the right to enter the manitoba BRIER play-downs.

An interesting hockey game that could be termed "The boys on the inside versus the boys on the outside," arose when 13 men from Maintenance Section took their team, the "Sure Shots," to Stony Mountain Penitentiary on Jan. 10, to play the prisoners.

An excellent game in skill and manners was witnessed with Stony Mountain scoring in the first period. LAC Cherneski, assisted by LAC Mora, equalled the score in the second period. During the last minutes of the game, again Cherneski assisted by LAC Jones slammed home another to bring the "Sure Shots" back as victors.

The game was two 25-minute periods and one 30-minute period, with defensemen Provost and Whitney playing almost 60 minutes each.

The "net" was well protected by goaltender "Spike" Martin.

The prisoners refereed the game with commendable fairness. The dressing-room used was their visiting room, giving the game an air of security.

Friendly relations between teams was more than obvious but the players were not allowed to mix during intermissions. At the close of play, the prisoners went one way while our boys had coffee and sandwiches with the officials.

A very unusual and interesting Sunday outing was had, thanks to the thoughtful arrangements of LAC Ed Waddman, the manager, and LAC "Chuck" Burness, assistant manager and coach.

Did you hear about the hockey game between the "MURDERERS" and the "WARDENS"? The Wardens won. While leaving the ice, the Captains argued and the losing captain said to the other, "The only reason you won, was that three of our best players were SUSPENDED this morning."



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