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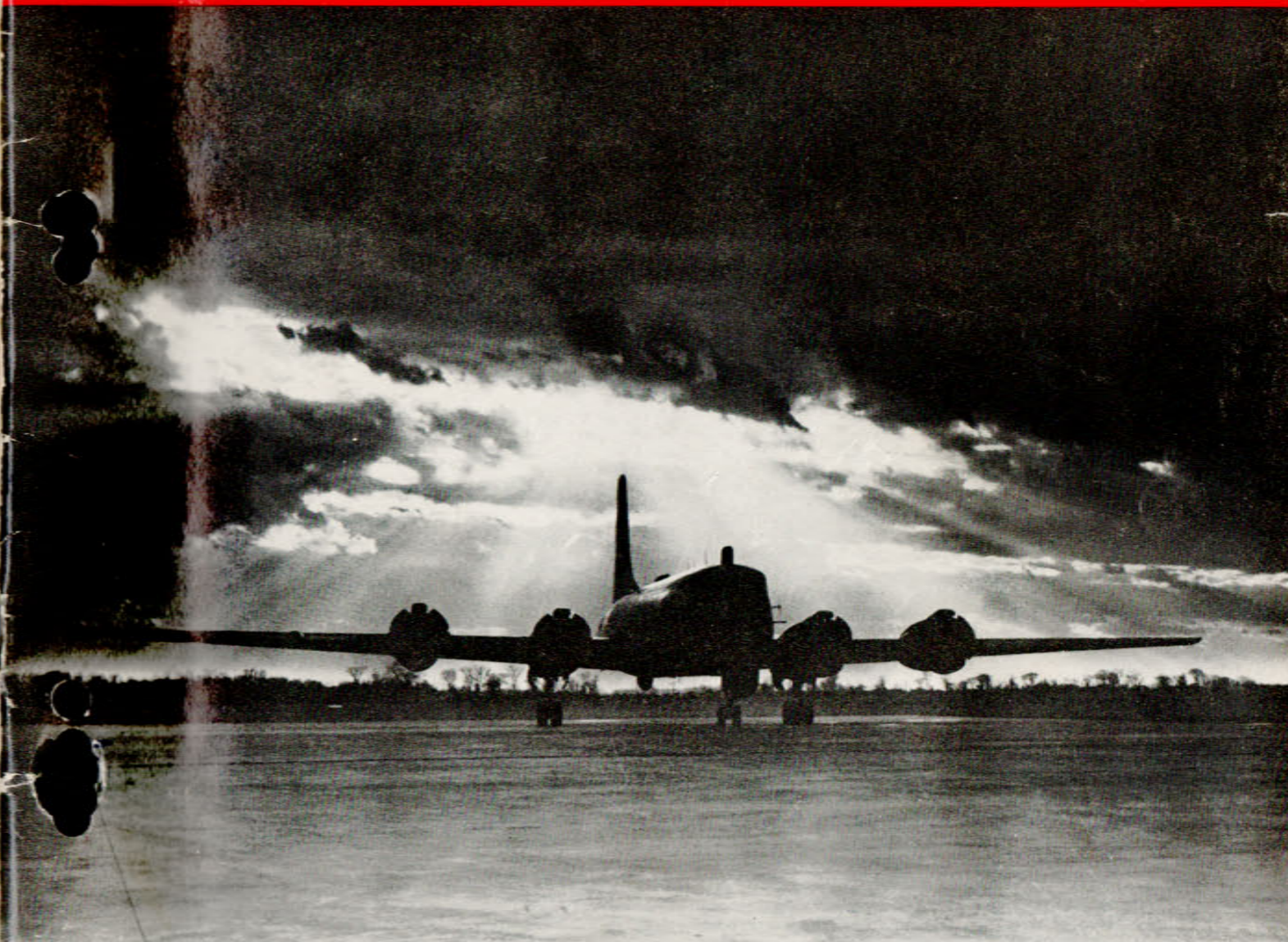
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Volume 8 No. 1

JANUARY, 1959

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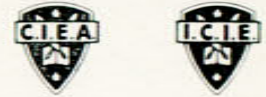
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AN AIRFORCE NEWSMAGAZINE

VOLUME 8, No. 1

JANUARY, 1959

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2059 - AND ALL THAT

The rate of technological progress snow-balled in 1958, so that a good deal of Science fiction degenerated into Scientific fact, and satellites became un-sensational, like TV and Atlantic crossings. The outer limit of man's cosmic snoopings, which had rested some hundreds of miles out of the orbit of the satellites, leapt forward, first to about seventy thousand, and then to half a million miles out. Clearly it would take a fool-hardy prophet to predict what the future holds.

The RCAF, 35 years old this coming year, may be one of the space forces of the future. After all, in order to reach outer space, one must first go up for some considerable distance and Air Forces have been doing just that for some time. Assuming then, that the world still exists a hundred years from now and that being what it is, the world still needs armed forces, certain intriguing questions leap to mind—what of the airman of the future?—the man with an inter-planetary purpose—what will his life be like?

The answer has been supplied by an aged mystic, now released under Part 5, who has been staring into his crystal ball and who has obligingly supplied us with the answers. Travelling into the century ahead, our sooth-sayer interviewed many 21st Century types. He found that the four foremost questions in their minds were:

- (a) How many points do you need for a house on Mars?
- (b) Can you get Eastern beer on the Moon?
- (c) How's promotion on Jupiter?
- (d) What can I claim per light year for posting from Andromeda?

He also had a glimpse of AFRO's for July 2059, which read in part as follows: "It has come to the attention of Cosmic HQ that Form 643-2054, (Authorization to Orbit dependents pending accommodation) is being improperly completed by personnel drawing SFA in space. AFAO 20.00.0034 clearly states . . ." Our man of magic also interviewed a hot-rod rocketeer who had been nailed by the Martian detachment of the AFP for exceeding the 150,000 mph limit. He was returning from a Corporals' promotion party on one of the Saturnian moons.

An expert was predicting the end of the human element in Air Forces. A large computing device with automatic flying saucers was going to take its place.

We can not vouch for the truth of these predictions which our soothsayer made shortly after a Station Dance on New Year's Eve. But one thing seems sure. Rockets may come and satellites may go, but scales of issue, forms in quadruplicate, and all the procedures which make the Service go round (in orbit or otherwise) go on forever.

COVER STORY

"ARGUS" generates enough electricity to power 60 6-room houses, carries enough fuel to run the family car five times around the world. The fuel alone weighs almost as much as two fully-loaded Dakota aircraft. Such striking statistics on "ARGUS" are almost inexhaustible. She is a lot of aircraft. (Photo: Courtesy "Canadian News")

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By WO1 H. D. HARRAGIN

interception
at

MACH 2.5!

SOME ten years ago, the USAF contracted Boeing Aircraft to develop a surface-to-air missile, of the long range interceptor type, to assume a role complementary to the manned interceptor in the air defence of the continental USA. High on the list of requirements was the need for automaticity, precision, speed and lethality. The advent of the "A" Bomb, its successful delivery and its stark destructive power, now indicated that air defence could no longer be limited to single cities or factories. The country must be defended as a whole.

Research and development was commenced by Boeing with the Michigan Aeronautical Research Centre in active collaboration; and it is from this team that the name of the "Bomarc" missile was born.

In the mid 1950's, two very notable events occurred which were to have a direct bearing upon the urgency of achieving an early and successful fruition of the Bomarc program. One of these was the proof in being, of the possession by a potential enemy, of high performance jet-powered bombers. Like the USAF's B-52, these aircraft had cruise speeds and altitudes in the order of Mach .8, and 50,000 feet, respectively. The other event was the disclosure that a several megaton-yield (equal in destructive power to several million tons of TNT) Hydrogen Bomb, was available to a potential enemy in size and weight compatible with current air-delivery systems, either of the gravity bomb, or the air-to-surface missile variety. Now was driven home the sobering realization that one aircraft penetrating our system successfully, to within possibly a hundred miles of North America's industrial heartland, could lay to utter waste, acre upon acre of irreplaceable industry and homes. The loss of life would be beyond comprehension, and if meteorological conditions were appropriate, the triple blows of blast, radiation, and heat, could be augmented by a crippling delivery of fall-out for scores of miles, downwind from ground zero.

A NEW CONCEPT IS BORN

The Air Defence system had to be organized so that not a single bomber could penetrate it. The old adage of 25% destruction of the striking force being a highly successful achievement, had to be replaced by a line of reasoning which would produce, as close as humanly possible, the mythical 100% attrition rate.

The manned interceptor was looked at objectively. Speed, altitude and manoeuvrability, its big assets not long ago, were now pretty well matched by the bomber, depriving the interceptor of its big tactical advantages. The weapons systems of the interceptor, —its guns, cannons, and rockets, lost their effectiveness because of their low lethality. Long flight time, dispersion, and the difficulty to the Ground Controlled Interception operator in properly placing the interceptor in relationship to the target, were other important drawbacks. The advent of the air-to-air guided missile, solved, to some extent, these problems. Its increased range, high kill-potential, shorter

flight-time and in-flight guidance, compensated to a great degree for the inherent vector errors of the GCI operator. But they could not restore to the interceptor, the tactical advantages of yesteryear. Nor have the new breed of interceptors, with their increased speeds, altitudes, accelerations, etc., made the lot of the aircrew any easier. Rather they have tended to further compound the physiological and psychological problems already confronting these intrepid souls.

BOMARC LOOKS GOOD

Thus did Bomarc begin to look attractive; an attractiveness that caused its development to be accelerated to such a pitch that it was declared an operational air defence weapon, well over a year ago. And now that all of North America is considered as one target complex, insofar as NORAD is concerned, the Canadian Government has decided that the RCAF will receive Bomarc, and that it will operate two bases of these ground-to-air missiles. We then, as men and women in the RCAF, quite naturally are filled with wonder, awe and fear. What is Bomarc?

Basically, Bomarc is the flying portion only, of a weapons system consisting of the Bomarc pilotless interceptor missile, a ground based support system, and SAGE (Semi Automatic Ground Environment). Let us look at each of these three components:

Bomarc, as previously stated, is a pilotless interceptor. It is some 47 feet long, with a wing span of only 18 feet, and a fuselage a mere 3 ft. in diameter. Its control system is rather conventional, in that yaw control is achieved by means of wing-tip ailerons and a single vertical rudder, while pitch control is derived from horizontal elevators. These surfaces are activated either differentially or sympathetically, by the guidance system, through high capacity hydraulic servo units. Roll control is attained through the medium of a precise gyro system. The nose section of the missile which is of radar-transparent plastic, houses a terminal phase guidance system. Integral fuel tanks within the fuselage, accommodate the propellants for both the booster and mid-course cruise engines. The former uses kerosene or gasoline with a nitric acid oxidizer, while the cruise ram jets burn only kerosene. The rear section of the fuselage houses the boost engine, a liquid rocket. The remainder of the fuselage serves as a home for the various components comprising the guidance and control systems, warhead and fuze, power supplies, air conditioning and temperature control devices etc. The ram jets are podded and slung on pylons down and outboard from the fuselage, at a point generally beneath the trapezoidal shaped wings with their raked tips. A blistered fairing, running longitudinally along the upper fuselage surface, serves as a ducting for conduits, antenna leads, pipes, etc., running from nose to tail of the missile and vice versa.

The ground-based support system likely comprises one of the most elaborate, costly and sensitive sets

(Concluded on next page)

of ground handling equipment ever put into the hands of any of the armed forces. Each Bomarc is kept in a ready state in an air conditioned, temperature and humidity-controlled underground bunker. Warm-up power is supplied to the missile by specially designed units. A most ingenious ground check-out console continuously monitors the various components to determine their immediate serviceability. This status is visually recorded at the various concerned SAGE air defence direction centres by means of coloured lights. Thus a sector or area can immediately, and at all times, determine the status of each of the many Bomarcs at the various sites even though he may be hundreds of miles distant. An erector and platform launching table, complete the major items of equipment within the underground shelter.

SAGE is an electronic system whose heart is a high speed digital computing system with a most precise self-cancelling memory circuit. Information from a myriad of sources; radar sites, picket ships, Texas towers, airborne early warning aircraft, interceptor squadrons, meteorological centres, ack ack batteries, to mention only a few, is fed into the SAGE Computers, thus giving the sector commander a timely and comprehensive picture of the air defence situation. Many such SAGE sectors are "married" together to form the area continental complex. Thus as the air combat situation changes, so changes the SAGE presentation and its memory system. As the situation moves from within one sector's jurisdiction, so is passed the current information to the newly concerned sector.

INTERCEPTION

Now for a quick look at a typical Bomarc Mission. As already pointed out, the missile status and air situation are known and recorded at all times. When it is deemed prudent to employ Bomarc against a target, a command is automatically transmitted to a selected missile at a selected site. This results in the bunker being opened, the missile erected onto the launcher, and a firing count-down commenced. Any last minute changes in missile status are immediately known by the sector commander, thus allowing him to activate the already known stand-by missiles.

The actual launch is achieved by the firing of the liquid rocket booster. The 15,000 lb. missile rises at first, but majestically, straight up; then rapidly accelerates upwards and clear of the terrific pall of dense red smoke from the booster. A long flame, in which are plainly visible the mach diamonds, trails hundreds of feet behind the missile. The reverberating roar fades rapidly. During this particular phase of flight, the control surfaces which are effective only at high speeds, are locked in the neutral position. A dead reckoning stabilization system operating through the gimbaled jet nozzle of the booster engine steers and stabilizes the missile. When supersonic speed is attained, the booster is shut off; the air breathing ram jets, capable of

producing 10,000 pounds of thrust each, ignite; the control surfaces unlock and the mid-course, ground commanded cruise phase, commences. At the correct pre-determined altitude, the missile noses over into level flight and is guided at a speed of some Mach 2.5 towards a predicted intercept point with the target. The guidance during the final phase to intercept is supplied, not from the ground but rather from the self-contained radar homing system. Bomarc having been commanded to a precise placement position, its homing radar illuminates the target, and its receiver receives the reflected signals. A decoding and computing system automatically pass the correct steering signals to the Bomarc's control surfaces. Seconds later, — intercept, and detonation — and Bomarc takes an intruding enemy to a fiery death

On the ground, the radar ceases to receive a signal and the scopes are clear, save for the trace. The SAGE memory system now remembers to forget — about one target which minutes before, at an altitude of 50,000 feet, almost supersonic in speed, and at a range better than 200 miles from the Bomarc site, had been carrying destruction and death to one of our prime targets.



Bomarc at the instant of launch from its platform within its storage, check-out and launching cell.



"DON'T LET IT THROW YOU, BUD. I BEEN OUTTA STYLE FORTY YEARS."

(Courtesy Bill Mauldin and St. Louis Post-Dispatch)



Bud Grant, Coach of the Grey Cup Champions, Winnipeg Blue Bombers, addresses the members of the Officers Mess at RCAF Station Winnipeg during a Mess Dinner held there on Dec. 14th. in honour of the Blue Bombers. Left to Right: A/C H.H.C. Rutledge, Group Commander 14 Training Group, Mr. R. Parliament president of the Winnipeg Blue Bombers, G/C J.F. Mitchell, CO RCAF Station Winnipeg, Bud Grant, Head Coach Winnipeg Blue Bombers, G/C E.B. Hale, SASO 14 Training Group and Mr. G. Hills, Bomber Executive.

RCAF Photo

Officers' Mess

HONOURS GREY CUP CHAMPS

By F/O E. E. BOYD

THE Officers' Mess at RCAF Station Winnipeg set another precedent in December when they were hosts to the Grey Cup Champion "Winnipeg Blue Bombers" at a Mess Dinner.

It is seventeen years since the Grey Cup has been in Winnipeg and this is probably the first time that the famous cup has appeared at an Officers' Mess in Winnipeg or in any other Mess in the RCAF, since a Toronto RCAF team defeated the Winnipeg RCAF Bombers 8 to 5 in 1940 to win the cup.

The RCAF's connection with football in Winnipeg goes much farther than this however. Each year the Winnipeg football club designates one home game date as "Airforce Football Day." On this particular day blocks of tickets are reserved for Airforce personnel and their dependents, with the majority of Air Force personnel attending in uniform.

The pre-game and half time entertainment is pro-

vided by the RCAF, with all Airforce stations in Manitoba taking part. Last fall, Airforce football day was on September 20th, when the Winnipeg team played the Calgary Stempeders.

Jet aircraft from RCAF Gimli performed a Prince of Wales feather over the corner of Portage and Main Streets in Winnipeg on the afternoon of the game, officially declaring the day "Airforce Football Day."

Game entertainment consisted of the bands from RCAF Winnipeg, RCAF Gimli, RCAF McDonald, RCAF Portage la Prairie, RCAF Rivers and the 17 Auxiliary Band RCAF in Winnipeg, carrying out different maneuvers.

During half time the 17 Auxiliary pipe band marched on to the field followed by an amalgamation of the station bands. The amalgamated bands then put on a marching display, forming the letters

"BB" for the Winnipeg Blue Bombers, and the letters "CS" for the Calgary Stampede.

The Airforce Football day has proved beneficial to both the Airforce and the football club. For the Airforce it provides an opportunity to make the General public aware of the large number of Airforce personnel in the area and the part that they play in the community, besides obtaining favourable publicity from the Press, Radio and TV.

For the football club, the Airforce Day promotes greater interest among the fans and thus increases the game attendance. The largest crowds at the Winnipeg Stadium are always on Airforce Football Day (last fall over twenty thousand).

Each year at the end of the season, the Officers' Mess at RCAF Winnipeg hold a Blue Bomber Mess Dinner, with invitations going out to all members of the team and executives.

These dinners are always well attended, and are reminiscent of those wartime years, 1940 and 1942 when the western contender for the Grey Cup was the Winnipeg RCAF Bombers.



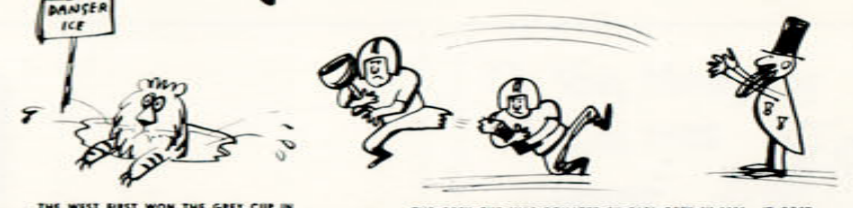
G/C J.F. Mitchell, CO RCAF Station Winnipeg, Man., congratulates Mr. R. Parliament, President of the Winnipeg Blue Bombers, on winning the Grey Cup. Bud Grant, Coach of the Blue Bombers, is seen at left and at right A/C H.H.C. Rutledge Group Commander 14 Training Group. The occasion was an Officers Mess Dinner held at RCAF Winnipeg in honour of the Blue Bombers.

RCAF Photo

SAM HILL The Salesman



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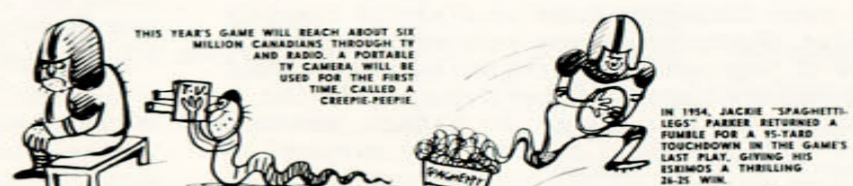


WHEN INDIAN JACK JACOBS, WINNIPEG'S SENSATIONAL PASSER, MADE HIS GREY CUP DEBUT, HE FLOPPED IN A 13-0 SCORE IN THE FAMED "MUD BOWL" GAME.

IN 1952 WHEN THE GAMES WERE FIRST TELEVISED, THE CBC FLEW FILMS OF THE GAME TO THE WEST. MANY FANS IN WINNIPEG DENIED THEMSELVES RADIO OR TV DURING THE DAY SO KNOWING THE GAME'S RESULT WOULD NOT SPOIL THEIR WATCHING IT ON TV THAT NIGHT.



WHEN THE STAMPEDERS INVADDED TORONTO IN 1948, THE CALGARY MAYOR ASKED THE TORONTO MAYOR TO SIT ON A WHITE HORSE AND RIDE DOWN YONGE STREET. THIS WAS THE START OF THE NOW FAMOUS GREY CUP PARADES.



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New Year's Eve

By RON BAYNES

Steve Trent, Pararescue Sergeant at 111 C & R, spent New Year's Eve at the Sergeants' Mess with his wife Mil, and enjoyed himself immensely. It is possible that during the evening Steve's thoughts may have gone back to another New Year's Eve, spent in somewhat less comfortable surroundings drinking tea and eating rabbit while a fleet of search aircraft busily tried to locate him.

It was two days after Christmas 1951, when Steve, then with 103 Rescue Squadron at Torbay, Newfoundland, left with Jack Barton, a civilian friend, on an aerial hunting trip in the Partridgeberry Hills area of the island. Jack was the manager of a local flying club and they flew in one of the club's aircraft, a Fleet Canuck. Barton planned to drop Steve in the hunting area and then to nip over to Gander to pick up a third member of the Hunting Party. The reason for this roundabout procedure was the two-passenger limit of the aircraft.

Departure from Torbay was delayed, and an overnight stop had to be made before reaching the hunting area, as they did not wish to fly on in darkness. A paratepee provided accommodation, and Steve, to whom this kind of experience was part of the job, made himself at home on a sort of busman's holiday. Weather conditions were mediocre for that time of year with temperatures hovering around zero and with plenty of low-flying clouds. But it was the right time of year for Caribou, and they were optimistic. Next morning they prepared to continue their journey and made an unwelcome discovery. The aircraft engine wouldn't start.

Despite energetic maintenance and inspired cursing, the travellers eventually were forced to admit defeat. It was clear that they were fresh out of transportation, several miles from taxis or other manifestations of civilization.

Many courses of action are open to the traveller who finds himself in similar straits. The approved one, according to all the best books on the subject, is to sit tight near the aircraft and await rescue. If it becomes apparent that rescue is not forthcoming, and if it is practical, you are advised to walk out. Steve and his friend, who had read all the books, decided to wait. It wasn't the ideal way to spend the festive season, but Steve couldn't help feeling that if he had to get stranded, this was the way to do it. Both men were experienced in the out-doors. Steve had been trained in survival and possessed considerable on-the-job experience, and they had come prepared for several days of outdoor existence. They had guns, food and warm clothing. Besides they knew that they would be searched for. The two hunters settled down in their para-tepee and began their wait, after improving their camp. An attempt by Steve to set a small island in the lake on fire failed and for signals the two men lit small fires near their tent.

It should be pointed out that at no time did either of them feel the situation to be out of control. Asked to describe the incident when he was "lost," Sgt. Trent pointed out with some emphasis, that he never was. Both men knew their exact position, and how to cope with their circumstances. Back at Gander,

however, the third member of the party was not as sure. He notified the OC of the rescue unit at Torbay, (Steve's home unit), and the search was on. RCAF aircraft from Torbay and Greenwood as well as American aircraft from Harmon AFB and Argentia began to sweep the area in the search routine with which both stranded men were so familiar

New Year's Eve came and went, undistinguished from the other days, and Steve recalls, without relish, that the menu featured enormous quantities of tea, and a rabbit, caught in the snares they had set to augment their rations. Neither man sat up to see the New Year, 1952, in.

Steve who had participated in many searches, though in a somewhat different capacity, was sure that they would be found eventually. The only disturbing factor was the low-lying cloud formations which obscured the area. Because of these, it was doubtful whether they would be seen before it cleared. Indeed, they had twice been overflowed by low-flying aircraft (not on search). With all this in mind, and knowing that they were about 18 miles as the crow flies, from Port Blandford, they decided that the time had come to walk. In professional

fashion they began their journey, after leaving a signal on the ice to indicate the course they had taken. Progress was slow and difficult, hindered by deep snow and a lack of snowshoes. But they slogged on, making 14 miles by the evening of the third of January, when they spotted in the distance a railway train. It is an indication of their command of the situation, that they decided to rest up before completing their journey next morning.

On the last lap of their trek they were spotted by an American Canso. A Norseman quickly arrived and it seemed that the episode was over. However the treacherous ice conditions associated with zero temperatures, intervened to delay matters. The Norseman ploughed into the ice and became stuck there, while above, what looked like half the Air Force, circled watchfully. Steve and Jack spent one more night, still in the wilds, but at least with additional company. The next day, the Norseman made it into the air, carrying the rescued hunters, and the search was over. The hunters had missed New Year's Eve, New Year's Day, and hadn't even seen a caribou. Steve feels, however, that the incident was not a total loss. How else, he points out, could he have gained a ground's-eye view of a search operation?

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HOW TO TAKE BETTER PICTURES!

For Better Pictures — Let Them Be Themselves

REMEMBER when father said to his stiffly posing family, "Stand still and look into the camera while I take your picture?"

That's one piece of fatherly advice you can throw out the window.

With today's fast films, photoflash, and improved cameras, you don't have to have the children hold their breaths while you snap their picture. You can catch them doing what they normally do — and standing still is something alien to the basic nature of being a boy or girl.

People just naturally relax when they are actively doing something. You can do wonders with children and adults alike when they are looking at each other or a simple prop instead of into the impersonal lens of your camera.

Place the children around the grandmother's chair and ask her to read to them. The children will be interested in hearing their favorite stories, and the expressions you capture on film will be varied, but all more interesting than a record shot of young children and an old lady who are obviously conscious of the camera.

Let the settings help tell the story. For example, father or grandfather looks naturally at home when he's in his favorite armchair reading the evening paper. Brothers and sisters are photogenic at the dinner table or playing with their favorite toys. And how about pictures of the baby being given a bath, the whole family coming out of church, mother in the garden tending to her flowers?

All photos in this series courtesy the Baker Advertising Agency.

In these and other situations you can shoot a series of pictures that will tell a complete story. The camera can go along on father's fishing trip, with photographs of his preparations, the trip to the water, the fisherman in action, then with his catch, and wind up the day with pictures of a feast at home. Think of the sequence of pictures you can make on moving day, of child's setting off for school, and afternoon at the zoo or a family party.

It's still a good idea to pose pictures of the members of the family. That way you'll get more than a jumble of backs and arms and legs. But fast, versatile cameras and films let you take advantage of countless family situations where your subjects can be posed naturally, to put action in the picture.

A few simple suggestions for picture taking can

help make your photographs of the family in action even more interesting and attractive.

LIGHTING

Take lighting for example. Lighting can be as varied as the expression of your subject to make flattering and different pictures. With the new snapshot films like Kodak's Verichrome Pan, you don't have to pose your subject squinting into harsh sunlight in order to record details in his face. Try letting the light fall on the side of your subject or behind him. Fill in the stronger shadows with flash even on outdoor pictures. And you can take interesting pictures of people indoors with just the light that falls through window panes on a sunny day.

If you have adjustable camera, choose the right speed for your action pictures. You may have to

When dad plants his feet firmly on the floor and holds his camera steady, he can't help but take a good picture. When using flash one must carefully measure the lamp-to-subject distance to guard against over-exposing the film.



shoot at 1/100 second or even faster to stop action of movement of a child at play, while a setting of 1/50 usually will do if your model is in a tranquil pose in the garden or on the porch. If the light is poor and you need a slow speed to capture action or if your camera has just one speed setting, you can still stop action by shooting from an angle where direction of the motion is coming toward you rather than passing in front of the camera lens. The farther away the movement, the easier it is to pick up sharply and without the blur that often mars action photographs.

STEADY NOW . . .

Stand steady when you take pictures. Frame what you want to record in the viewfinder, then

squeeze the shutter release gently. Try to hold your breath while you do it. Even the normal breathing motion of the body can make pictures fuzzy at 1/50, but a careful photographer — with practice — can take clear pictures at 1/25 of a second.

The best advice on how to make clear, well-exposed pictures is contained in the book of instructions that came with your camera and in the data sheet inside each box of film you buy. Read and follow these instructions.

Then add your own imagination, and you can record the faces and the activities of your family in pictures that will give you and your friends as much or more pleasure than was ever to be had from father's old-fashioned photo album.

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WINNIPEG PERSONALITIES

**F/L LLOYD
BOYLE**

F/L Lloyd Boyle is a well known figure to Station Winnipeggers, particularly to the married types, for as Housing Officer, he is responsible for ministering unto their accommodation problems. He brings a thorough background of Service experience to this, as to his Station Security duties.

Lloyd was born on the 25th of November 1917 at Fergus, Ont. which would seem to place him in the Eastern cheering section at Grey Cup time. However he qualified as a Westerner at a tender age when his family moved to Vancouver. There he attended King George High and the Fairview School of Commerce. Like many other members of the regular force, he made his acquaintance with the Service by way of the Auxiliary (Reserve). He found in the Auxiliary that Service life appealed to him and upon his graduation in April 1939, he entered the RCAF. An interesting sidelight is that the Officer Commanding the

Auxiliary unit was the present Chief of the Air Staff.

Lloyd was located at Western Air Command in Vancouver when war broke out in September of '39. For the small professional core of the permanent force it was a time of explosive expansion, and he found himself right in the middle of it, opening the Recruiting Unit in Vancouver. He remained there until August 1942 when he moved on to the RU at Regina. In August 1943 he remustered to Aircrew. However when he had completed aircrew training, at Davidson, Saskatchewan, he found that the RCAF was now faced with an excess of aircrew, and he was remustered to his former ground trade. During this period of aircrew training, Lloyd met and married the former Virginia Walters of Niagara Falls, Virginia was at that time an Aircraft Control Operator.

In the summer of 1945 he returned to the beauty spot of the

RCAF, Fairview Bay and remained there until October of that year. He moved on to Ottawa and duty in the Records Department. He recalls this job as a pleasant one, assessing war gratuities. In May 1947 he was transferred to No. 1 West Air Command for Administrative duties.

In September 1951, he was commissioned from the rank of WO1 and later was transferred to CJATC Rivers as adjutant. Here he completed the Para-training course. In September 1954, he was transferred to 416 Squadron in 2 Fighter Wing, where he assumed successively the duties of Adjutant and P Ad O.

Perhaps the jammiest transfer of all was Paris, where Lloyd moved next, and where he was employed in Air Movements. In July 1957 his overseas tour completed, he came to Winnipeg, where he, Virginia, and their two children, Robert 13 and Candice 8 are now happily located.

**CPL. PAUL
NOBLE**



PAUL Noble was born in Alliston, Ont., the son of a well-known hockey player, Reg Noble of the NHL, who represented at various times, Montreal, Toronto, and Detroit.

Paul spent his boyhood years in Alliston, graduating from the local High School in April 1942. He went directly into the RCAF and having rapidly been through the mill at No. 1 Manning Depot, 6 ITS, and 4 BGS, he graduated from the Air Observer School at St. Johns as a Pilot Officer. He was promptly posted overseas.

In June '43, Paul commenced operational training at Wigtown, Scotland in the ancient and faithful Anson, and then moved on to Wellington bomber OTU. Training at a 4-engine conversion unit followed, after which Paul joined 166 Squadron, Bomber Command (CAF). He began his first tour of operations in January 1944, and completed 22 bombing missions over Europe.

Pressed for some account of his experiences during this hectic phase, Paul recalled a night when his aircraft was suddenly jumped by enemy fighters. The fuselege was raked, and Paul thinks that his life was probably saved by the

bomb load which presented a hair-raising but effective obstacle to the enemy's fire coming in from below. The tail-gunner's position was set on fire and half of the elevators were shot away. The mid-upper gunner bailed out, and Paul, the Bombardier, was forced to maintain the rear-gunner's position throughout the return journey. They bombed a target ten miles North of their intended one. To round off a perfect evening, the aircraft ground-looped on return.

On completion of his first tour, Paul proceeded to 156 Pathfinder Squadron at Upwood in May 1944. At this time he was promoted to the rank of Flight Lieutenant. He completed 32 operational missions with the Pathfinder Squadron and was awarded the DFC. He returned from overseas with a total of 54 missions, in November 1944, and after six weeks leave, was transferred to Mountainview, Ont.

A succession of administrative jobs followed. In March '45 he completed the Fighter Controller's Course at Sea Island and later the Administrative Course at Toronto. Deseronto, Ont., was next on his itinerary, followed by Uplands, Ont., in July 1945, where he was adjutant of that unit.

Transfers to Toronto, Montreal, and Camp Borden followed until February 1947, when Paul took his release.

Rejoining the RCAF in January 1949, Paul took up the Comm Tech (Ground) Trade. He later switched to Instrument Technician, and completed his training in this trade at Camp Borden, Ont. He was stationed at Chatham, and while here met Cpl. Olga Mazurkewich an Airwoman Fighter Control Operator, from Edmonton, Alta. They were married in October 1953 at Edmonton. After a transfer to Trenton, Paul came to Winnipeg in October 1957.

His strongest hobby is music, (he plays a mean Spanish Guitar), and much of his other spare time is taken up on the official Russian Language Course now in progress at Minto Barracks. He says it is tough, but enjoyable nevertheless. Paul, Olga and their three children, Michael (4½), Patricia (3) and Brian (1½) live in Rental Units at 84 Bourkewood and they are happy here. Pauls plans for the future include further education as an immediate objective. With his wide and colourful background we are sure we will hear more of him.

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VOXAIR VIXEN

MARILYN MASTERS is a cute
 Los Angeles housewife whose
 hobbies are cooking and oil-
 painting. Aged 23, Marilyn is 5'
 5" tall. Other specifications are
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'Peg Xmas Album



Christmas and New Year's festivities included orphans' parties at the Corporals' and FIC's messes, Santa Claus at the Drill Hall, celebrations at all messes.



On Christmas day, the Officers headed by G/C Mitchell, CO RCAF Station Winnipeg, served dinner in the Airmen's Mess.



Photos courtesy Cpl. Bud Askett, LAC Clynick, LAC Spearing.

HUNTING

and

FISHING!



... with Joby

QUOTE—"If the old timers are to be reckoned with, they call for a long and early winter this year with lots of snow, so maybe we will be slogging through it up to our hips as we did three years ago." unquote.

That statement appeared in my November article. Had I known then that I was calling the shot right on the nose I would have stood in bed.

Like a lot of chaps I eagerly awaited the opening of the deer season for a crack at the white-tail. I left the city on Sunday so as to be at my hunting grounds for first thing Monday morning.

I arrived at my relations' place on Sunday alright, after some six hours on ice-covered roads that would have put a slippery hog to shame, but when we crawled out of bed at five Monday morning it was to find ourselves completely snowed in.

Right about then I would have traded a month's pay for one good day of sunshine.

The snow was here to stay as we all know and for the next three days we sat and watched it pile up by the hour. It was Thursday before we could dig our way out and find a road that wasn't completely blocked. Although we had only twelve miles to go before reaching our hunting spot, up until this time it might as well have been twelve hundred.

After getting out of the yard and onto the road we made good time. Three of us were hoping to be able to get three deer and then get out of there. I wanted to get back to the city before the winter really took a swipe and froze me in some 200 miles from home.

After some eight hours of hunting we had yet to get a shot. Two of us had not seen a thing and the other chap had seen about five on the run half a mile away. Things looked anything but bright.

Heading back to the car at dusk we decided to make a drive through a small patch of bush. One chap went through and two of us went on ahead and spaced ourselves paralled to his drive.

Presently my companion whistled and I tensely waited for the sight of a running deer. They were running alright but not towards me. When the

shooting started it was all done by my two companions. The drive had produced three deer and when it was all over my companions had theirs and I had yet to see one.

A nice doe and a spikehorn filled the trunk on the way home and of course I took some kidding as to my ability as a hunter. I stated that I was going back there next morning, by myself this time, and would be back with my deer in time for dinner.

Next morning found the country completely shrouded in fog and a threat of snow in the air. Although I couldn't see more than 25 yards when I left the house I hit out and made it back to our grounds in some one hours time.

When I got out of the car and hit off up a trail it was to find my vision cut to zero and not a breeze stirring. Fog was bad enough, but with no wind and a little crust on the snow I didn't have a chance plowing through the bush.

I knew of a field that was used as a crossing by all the deer in the vicinity and it had been my intention to be there and catch them coming in from their morning feeding. Now however I changed my mind. The deer would have to walk right over me before I could see them in this fog.

I turned around and headed back the way I had come. The fog began to lift about this time until you could see some 300 yards. I ambled very slowly down the trail watching ahead of me for any sign of deer.

Some distance up the trail was a deer crossing. It had been used quite a bit the night before as I had seen fresh tracks in the skiff of snow that had fallen.

I stopped some 200 yards from this crossing and sat down to wait. Perhaps one would cross over and give me my venison. I considered it a chance at any rate and that was more than the bush could offer at the moment.

As so often happens in deer hunting I was looking the other way when a deer stepped out of the bush and began to cross the trail. When I glanced around it was to find her already half way across. I flopped down on my stomach and as the scope settled be-

hind her front leg, I touched off.

Just like that. One shot, a dull wh-o-o-o-mp and I was all done for this year. A beautiful doe. For once just what I had gone after. As I mentioned previously, I like to have a set of antlers to talk about but as far as the table goes, give me a doe any day.

I pulled into the yard at 11:00 and informed them that it was time for dinner. I hate to break a promise.

After that it was just a matter of getting the deer skinned, cleaned, loaded and back to the city. Lucky that I made it back when I did. Had I been one day later that would have been it for at least another week as a real blizzard set in then.

The end of another deer season and another successful one. It could have been much different. A lot of fellows have not been so lucky.

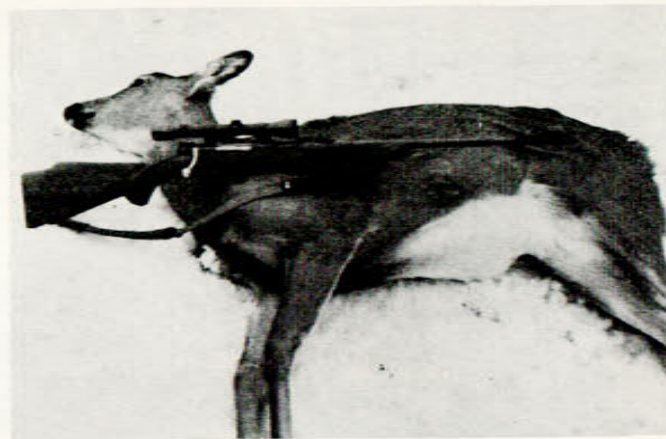
This is a bad year for hunting. In fact I have only hunted in one that was worse and that was three years ago. I am afraid that the winter kill this year is going to be high. There was some talk of an extension of the season but that has not been done.

It would not have done any good. As has been explained by the game branch, the hunters have not been able to get off the beaten roads and back to the pockets where the heavy concentration of deer are, so an extension of the season would serve no useful purpose.

Should we have a heavy kill this winter and right now the picture is pretty dark, it would not surprise a lot of hunters to find a good deal of the province closed next year or at best a buck only season.

One could write many pages on the pros and cons of a buck only or a wide open season. Many people argue that it is terrible to kill the fawns. Maybe it is, but maybe as long as they keep on shooting does they are destroying a lot of young fawns anyway, not to mention the crops of fawns that would be raised by these same does in coming years.

Any way you look at it, hunting regulations have always had their supporters and their non-sup-



Although he does not have a set of antlers to show for his trouble, Toby considers the doe to be much the better eating.

porters. It makes for a better conservation scheme to find that people are willing to argue both ways and certainly it helps to keep the game branch on their toes.

One bright picture this year, brought on no doubt by the inability of hunters to be able to get around, has been the hunting fatality score. Only one death occurred during the big game season and that to a hunter in the Duck Mountain Forest Reserve of self inflicted wounds. A tragic happening of course but at least it was not caused by a careless hunter shooting at something that he "thought was a deer."

Although this article will not appear until the January issue of "Voxair," I would like to take this opportunity to wish all of you a Merry Christmas and a very Happy New Year.

This series was started one year ago with the thought of bringing some hunting and fishing information to the personnel of RCAF Station Winnipeg. It is to be hoped that this aim has been achieved and that 1959 will be your best "Hunting and Fishing" year ever.

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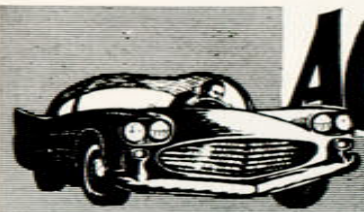


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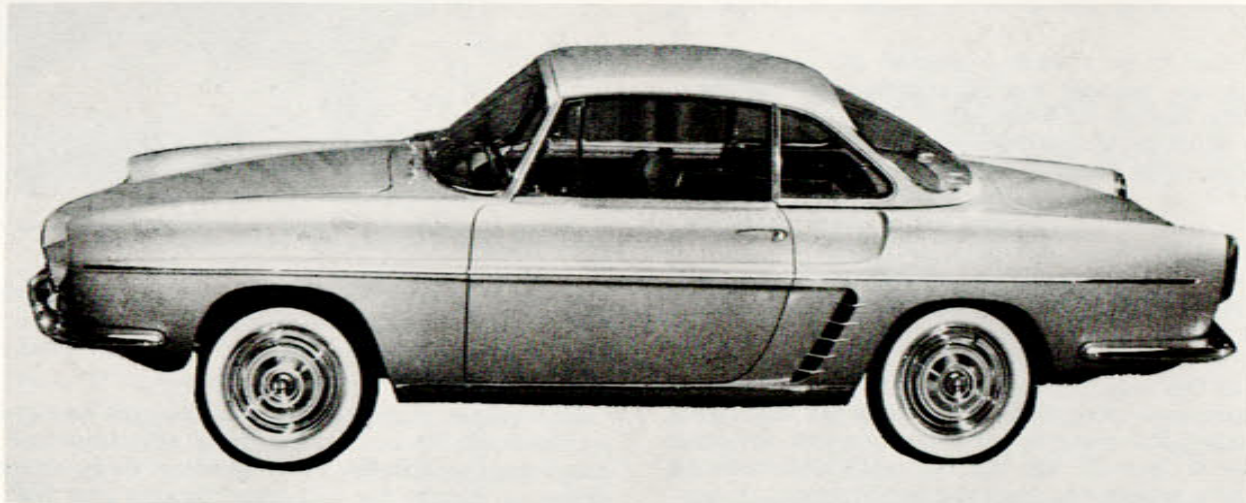


AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN



THE 1959 RENAULT FLORIDE
The model shown here is the convertible with removable hardtop, and should sell for under \$2500.00 in Canada. A coupe is also available.

1959 CHEVROLET IMPROVEMENTS

The Hi-Thrift Six heads a list of nine engines, again adapted to multiple carburetor combinations or Ramjet Fuel Injection.

To effect improved economy in the 235-cubic inch Six, the camshaft has been re-designed to reduce lift and the carburetor metering changed,

which gives up to 10 per cent more mileage plus more usable horsepower at normal driving speeds.

Engineers explain fuel consumption at normal driving speeds by a shorter "valve overlap."

Improvements in the V8s, ranging in horsepower from 185 to 315, include

greater cooling spaces around the spark plugs in the 348-cubic inch engines. Passages are now cast in the cylinder head through enlargement of the outer deck. Better temperature control and heat distribution add to the life of the plugs.

The conventional coil spring suspension has been refined at the rear for the purpose of minimizing shocks and instability that might be transmitted by suspension links. To accomplish a recognizable contribution to riding comfort, they replaced the integrated 1958 upper control arms in the system with two specialized members. One is a curved over-riding member, pivot-anchored at the ends to the frame and banjo housing of the axle, and a lateral control bar connects the right side of the axle housing to the left side of the frame.

In practical application, as when a rear wheel hits a bump, the new rear suspension geometry allows the unsprung mass to oscillate with a minimum of lateral reaction to the frame. In previous design, the upper control arms' full effectiveness was compromised by the duty of controlling both up-and-down and sideways movement.

Chevrolet has re-engineered its air suspension system to insure quieter, more efficient operation. Contours of the pistons on which the rubber bellows work have been altered. Forward bellows have been re-worked. The

change result in a softer ride through spring rates 40 per cent lower at the front and 15 per cent lower at rear. Modifications at other points reduce air disturbances and increase durability.

Enlargement of brake surfaces and cooling features assure longer wear and consistent braking in frequent stops at the higher speed ranges. The brake lining area has been increased from 157 to 199.5 square inches, or 27 per cent. Front brake shoes are wider by 3/4 inch and the rear shoes by 1/4 inch. Aiding cooling, the added width projects into the air stream. Openings around the short-spoke wheels also provide freer circulation and consequent quicker dissipation of heat.

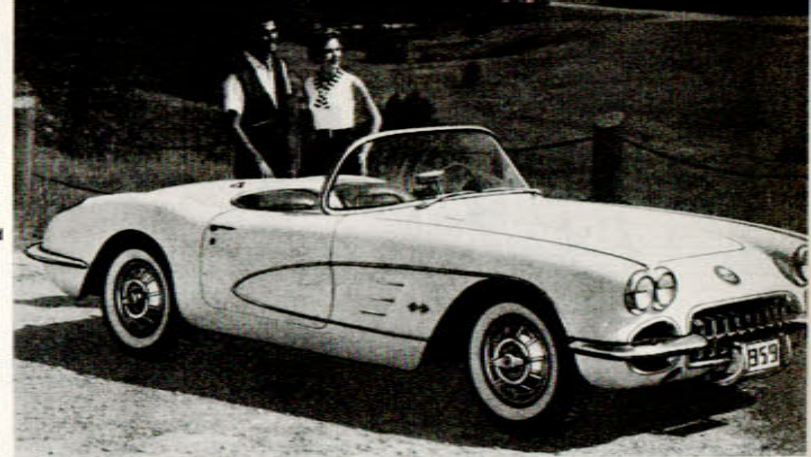
The new tires were produced for the 1959 Chevrolet after research that covered thousands of miles on various cord-rubber combinations. Eventually, laboratories developed a thinner and tougher cord thread that led to a cooler-running, softer tire. The new tire is expected to give up to 7 per cent more wear.

The 1959 Turboglide has been strengthened to supply the unit with an even greater durability margin. Making the unit more rugged for such loads as prolonged rocking, multiple discs replace cone clutches. Six active faces are applied to the reverse clutch, eight to the forward clutch. Other parts of the transmission have been similarly toughened.

The second universal joint in the steering column is a yoke and trunnion type, with the trunnion a molded assembly of fabric laminations impregnated with rubber, requiring no lubrication. It is located immediately above the gear box. Handling profits by the absorption of highway vibration by the trunnion. Handling ease as well improves with an increase in steering ratio to 28 to 1.

The electrical system has been improved and simplified. The battery charging circuit is now separate from the generator-to-load circuit. Sockets are integral with a new trunk harness to permit replacement of rear light

For the new year the Corvette sports an unornamented front and rear deck, re-designed bucket seats, better brakes and improved brake cooling. The optional four-speed transmission is still available. Body finish has been improved also.



bulbs without removing the lens. The battery is more accessible for service. It remains under the hood at the right, but has been raised and is mounted transversely on the radiator baffle.

Tube-on-centre radiators have been boosted 30 per cent in area, an improvement devised to afford an adequate margin of cooling safety during long traffic waits on hot days. Dual exhaust systems are now equipped with two additional zinc-lined mufflers to soften exhaust sounds. An accessory for long drives is a manually set constant throttle setting. The control is released with application of the brakes.

CHAMPIONSHIP ERROR

My face is slightly red, and I also owe an apology to Stirling Moss for inferring that he had won the World Championship this year. Actually, the final results show that Moss lost out by a nose to his old friend, and rival, Mike Hawthorn. Now, for the first time in history, we have the sight of an Englishman winning the World Championship. And furthermore, with Stirling in second spot and Tony Brooks third they have copped all three top places — quite an achievement. In Morocco, Moss came from way down the list to win the Grand Prix and also set the lap record for the race, getting him the maximum of

nine points — BUT Hawthorn and his Ferrari secured a firm second to ensure that Mike became World Champion by one point, 43 to 42. Next year we'll see!

SIMCA RECORD

A Simca Monthery, one of the models being introduced by Chrysler as their small car contribution, recently set an impressive speed record from New York to Los Angeles. The distance of 2,945 miles was covered in 46 hours and 3 minutes to give an average speed of 64 m.p.h. The previous record had been held by an American Ford. All the more remarkable when you realise that the Simca engine is about the same size as that of the Volkswagen!

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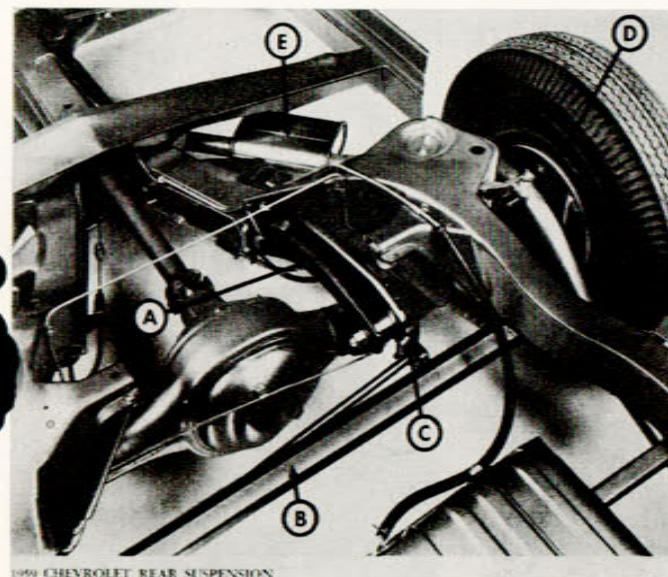
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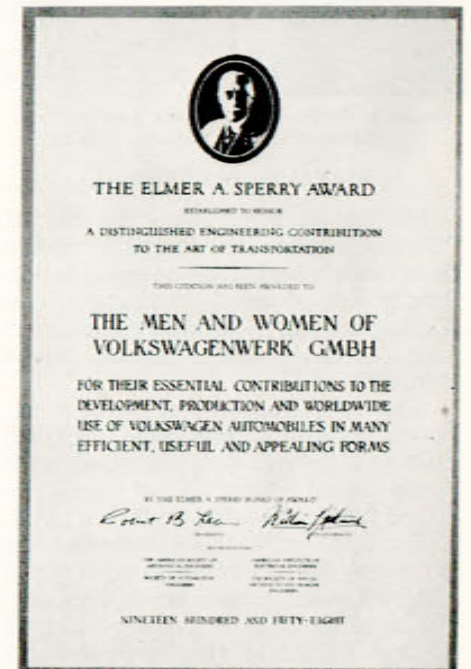
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1959 CHEVROLET REAR SUSPENSION

1959 CHEVROLET CHASSIS IMPROVEMENTS
In addition to the changed design of the 1959 Chevrolet, engineers have refined and improved components of the chassis. (A) New rear suspension upper control arm attached to rear axle housing which guides the vertical axle movements. (B) New frame cross-member attached to side rails. (C) A second suspension control arm designed to control lateral movements of the axle. (D) New brakes with greater lining area and improved cooling of drums. (E) A resonator installed between the muffler and tail-pipe on V8's with dual exhaust system to soften the exhaust sound.



SPERRY ENGINEERING AWARD
The American Engineering Societies have awarded the Elmer A. Sperry award to the Volkswagen Company for their tremendous contribution towards world transportation. The award was presented to Herr Nordhoff, the boss of Volkswagen.

TV TALK

Edited by ERNIE CARRIER

HIT PARADERS



Singing is Phyllis Marshall's first love.
Courtesy: H. Noff Co. Ltd., Toronto, Ont.

PHYLLIS MARSHALL

Phyllis Marshall, singing star of 'Cross-Canada Hit Parade,' began her show-business career when her fellow students at Runnymede Collegiate in Toronto persuaded her to enter an amateur talent contest.

She won the first prize of a 13-week singing engagement on CBC radio. This led to a meeting with band-leader Bert Niosi and he hired her as vocalist with his band.

On tour with the band she did as many as three engagements a night. Looking back on it, she says "It was hard work, and plenty of it, but I love to sing anyway and the experience was invaluable."

In 1947 she auditioned for Cab Calloway, who took her on an 18-month tour, topped by a long engagement at a club on Broadway.

After this tour she returned to Toronto and worked on CBC radio's Blues for Friday. Byng Whitteker, who worked with her on this show, says, "Phyllis has a unique blues style, not sacrificing the blues quality."

Miss Marshall began her career as a television star when CBC-TV producer Don Hudson hired her as a regular vocalist on his show, The Big Revue.

Miss Marshall, who had been accustomed to radio and night-club work, recalls her first experience with television: "This was different; there weren't any people

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to sing to — just a great big camera."

When The Big Revue ended in 1954, she became a regular vocalist on its successor, On Stage. She joined the cast of 'Cross-Canada Hit Parade' in 1956. The upcoming season will be her fourth on the popular musical show.

In addition to her work as a singer, her drama credits include King of Hearts at the Crest

Theatre in 1956, and a supporting role in the production of A Streetcar Named Desire at the Garden Centre Theatre, Vineland, Ont.

JOYCE HAHN

Joyce Hahn, petite and popular singing star of CBC's 'Cross-Canada Hit Parade,' might never have started in show business if the depression and barren soil hadn't forced her father to give up his homestead near North Battleford, Sask.

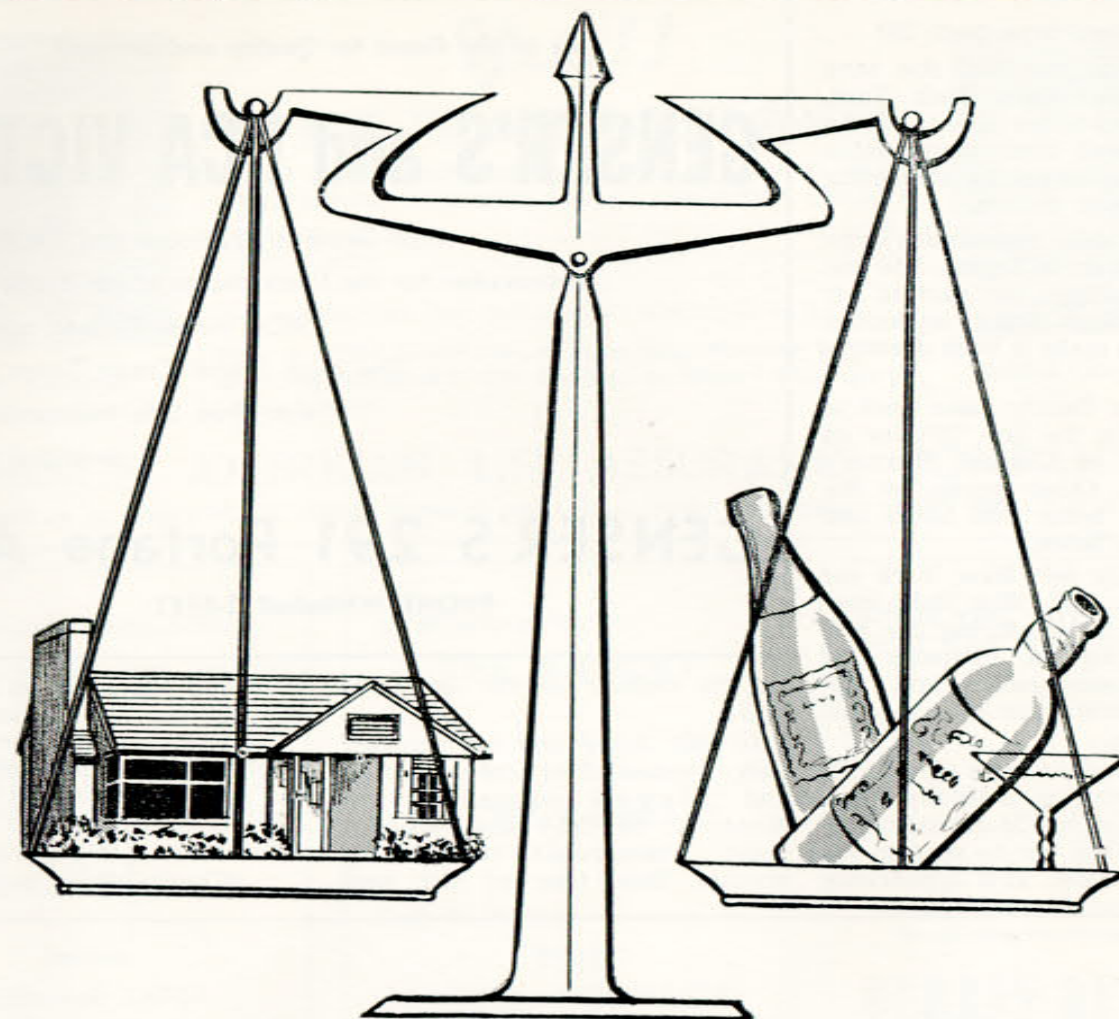
When this happened, Mr. Hahn formed his four musically talented children into a variety act and played theatre dates in Montana and Saskatchewan.

Joyce made one of her first appearances at the age of four, singing for cowboys and gamblers in a bar at Wolf Point, Montana. The saloon could have been part of a Western movie set — it was equipped with pool tables, faro tables, dice games, roulette wheels, and a block-long bar.

(Continued on Page 26)

HAHN AND KOSTER

From locker room and saloon to TV fame.



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TV TALK

(Continued from page 24)

Perched on the bar, she sang Back in Your Own Back Yard, and the hard-bitten clients of the saloon showed their appreciation of the young singer by showering her with silver dollars.

Her first radio appearance came at the age of six in Regina. She was hired as a singer, but part of her job on the show was to squeeze a dog's tail to make it bark during a commercial.

The Hahn family came east to New York in the late '30's for an appearance on Gabriel Heatter's radio show. Other guests on the show were boxer Joe Louis and actor Pat O'Brien.

The family left New York for Montreal in 1942. Miss Hahn continued her career during the war years singing in canteens for Canadian servicemen and appeared in more than 150 shows at army camps.

In 1948 radio singer Fred Hill heard her singing with the Peter Barry quintet in a Montreal nightclub and asked her to sing on his CBC radio show. This appearance

led to regular events on CBC radio.

In 1951 Joyce and her brother, Bob, formed their own quartet, and played engagements in Montreal. In 1953 she recorded radio commercials written by brother Bob. One of the best

known of these jingles is the one she did for the radio industry, "Wherever you go, there's radio."

Miss Hahn came to television and 'Cross-Canada Hit Parade in 1955. It happened this way. Bob McGall, the CBC's supervisor of (Concluded on page 28)

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Winnipeg Motor Products

"Growing with St. James"

TV TALK

(Continued from page 26)
variety, was in hospital nursing a virus infection and trying to decide on a female vocalist for Hit Parade, which was about to start on TV. He remembered hearing Miss Hahn on Fred Hill's radio show in 1948, seven years before.

McGall asked her to come to Toronto for an audition. She was an immediate success with Hit Parade viewers. The upcoming season will be her fourth with the show.

Asked recently about future ambitions, she said, "I'd like to go to Los Angeles some day — not to make movies. I just like the climate."

WALLY KOSTER

Winnipeg-born Wally Koster,

'Cross-Canada Hit Parad's versatile singing star, began his show-business career in a locker room.

At 17, Koster was playing on the YMHA football team that won the Manitoba championship. At a dance to celebrate the victory his teammates urged him to sing. "It took some coaxing," he recalls, "most of them were buddies of mine and when I heard the applause, I thought they were just being nice."

Joe De Courcey, the bandleader at the dance, liked Koster's rendition of Mexicali Rose. He was hired as a regular vocalist with the band at \$5 a night, six nights a week. The band occasionally broadcast from hotels where it was playing, and this led to radio work for the CBC.

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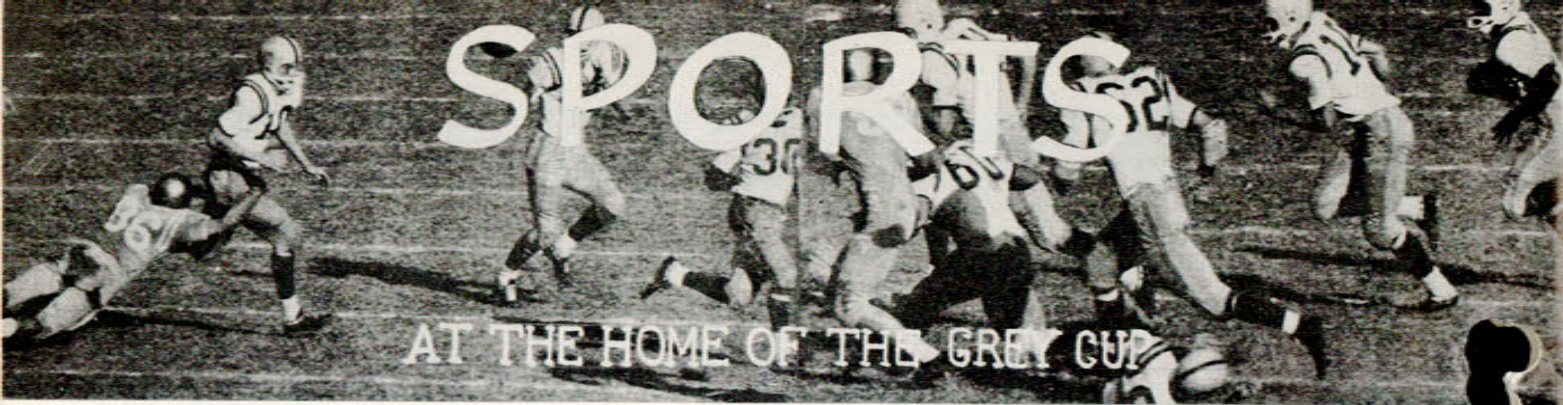
As a further step in the development of Bristol in Canada, which has so far proceeded by the acquisition of companies in Montreal, Winnipeg and Vancouver and their gradual integration into a working group, the company has decided to merge the three subsidiary companies. In future the Canadian plants will operate as Divisions of a company to be known as Bristol Aero-Industries Limited. The headquarters of Bristol Aero-Industries Limited will be in the International Aviation Building in Montreal.

President will be R. J. Reynolds, and Senior Vice-President W. S. Haggett. Air Vice-Marshal A. L. James will be Vice-President in charge of the Montreal division, W. M. Auld Vice-President in charge of the Winnipeg division and J. H. Holt Vice-President in charge of the Vancouver division.

The Bristol interests in Latin America will in future be controlled from Mexico City by B. A. Chalmers, who was recently appointed Vice-President for Latin America.

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by DOUG WILLIAM

TROPHY COMES WEST

BUFFALOS SHOW PROMISE



WEST LOSES COMPETITION — BUT TAKES HOME TROPHY

At the recent Commanding Officers Conference at Training HQ, Trenton, all the COs participated one evening in a curling competition. Although the "East" won, the "West" is awarded the "El Ropo Trophy" as Air Commodore J.B. Harvey (left) presents it to Air Commodore H.H.C. Rutledge (right) Group Commander of 14 Training Group Headquarters, Winnipeg. (NATIONAL DEFENCE PHOTO)

In spite of the loss of all but four of last year's regular hockey players, the Station team is shaping up very well. Prospects for retaining the TC Championship looked pretty grim when Meyer and Ledoux were transferred, but the acquisition of LAC's B. Charlebois, Quinlin, Macdonald and Cpl. Hygwaard, relieved some of the gloom that prevailed in the Buffalo camp.

F/L Johnson and Cpl. Stefiuk appear to be going better than last year, and all in all, it would seem that the Station hockey team may make a creditable showing again this year.

Several exhibition games have already been played with the following games arranged:

- 24/25 Jan. at Sioux Lookout.
- 27 Jan. at Stonewall.
- 29 Jan. at Selkirk Fishermen.
- 14 Feb. U. of North Dakota at Winnipeg Arena, 2000 hrs.

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THROWING THE FIRST ROCK

Air Vice Marshal J.G. Bryans, Air Officer Commanding Training Command, throws the first rock at Station Trenton Curling Club marking the opening of the curling competition between Commanding Officers of the command who attended the week long COs conference at Trenton recently. The East won the competition.

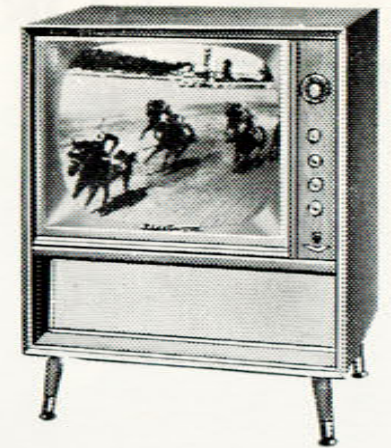
(NATIONAL DEFENCE PHOTO)

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CORPORALS' COURSES



Rear—Left to Right; Cpl. Hines RC, Cpl. Devereux G, Cpl. Gillespie JD, Cpl. Blackmore RH, Cpl. James WH, Cpl. Allen JS, Cpl. Lesage GF, Cpl. Desjardins JGD, Cpl. Kearley IJ. Front—Left to Right; Cpl. Law G, Cpl. Nurse BC, FS Logan GR, Cpl. Allan JP, Cpl. Brodie GP.

Rear—Left to Right; Saunders, Herman, Sims, Kohout, Farke, Copeland, Greentree, Peters. Front—Left to Right; Ristau, Dupont, FS Nelson, Lari-viere, Hetherington.

Rear—Left to Right; Cpl. Demers JN, Cpl. Carlson HE, Cpl. Moberley PB, Cpl. Beaton TD, Cpl. Judge WF, Cpl. Mcullough WR, Cpl. Roberts JH, Cpl. McBride AF. Front—Left to Right; Scarlett AH, Starkey JR, Sgt. Moore PL, McInnis WJL, Hewitt JT.

Rear—Left to Right; Cpl. Lloyd, Cpl. O'Donnell, Cpl. Lennard, Cpl. Lee, Cpl. Dagg, Cpl. Powers, Cpl. Cooke, Cpl. Leonard. Front—Left to Right; Cpl. Randall, Cpl. Landry, FS Fullford, Cpl. Robinson, Cpl. Tait.

Corporals' Service Training Courses have recently been conducted by the Station Education Office and 59 Corporals were given one week of intensive training, designed to familiarize them with rules and orders and so to increase their effectiveness as Junior NCO's.

Coordinating these courses was F/L A. F. Wilson, Station Education Officer, ably assisted by FS G. R. Logan.

Fifteen subjects were covered including, Service Writing, Air Force Law, Operations of Messes and Committees, Supply and Accounting Procedure, Orders and Regulations, Drill, Discipline and Leadership. Instruction was competently provided by experienced NCO's and Warrant Officers including WO1 Lisoweski, the SWO who was

the lecturer on Drill and Discipline.

The Course is a condensed version of the Supervisors' Service Training Course, given to Senior NCO's and Warrant Officers at Camp Borden.

Personnel were required to pass five written examinations and two leadership syndicate exercises. In addition they were assessed on their performance in drill.

Top men in their respective courses were the following:

Course 1: Cpl. J. D. Gillespie—Air Force Police.

Course 2: Cpt. W. J. L. McInnis—Station Telecom.

Course 3: Cpl. J. D. Kohout—3 CU.

Course 4: Cpl. J. A. Laminman—Recruiting Unit.



F/L A.F. Wilson, S.E.D.O., coordinator of the corporals' training programme.

VOXAIR CROSSWORD PUZZLE

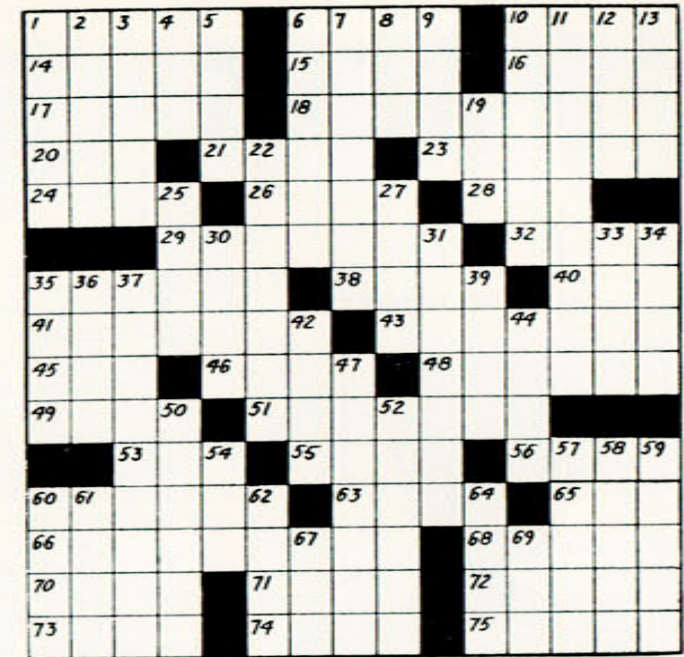
ACROSS

1. Song of David
2. Whale
3. Mast
4. Half diameters
5. Wings
6. Heap
7. Dwelling place
8. Mariners
9. Bird's beak
10. Seizes
11. Graded
12. Magnified
13. Rodents
14. Time to arrive
15. Result of ivy poisoning
16. Trolley
17. Ghost
18. Ringlet
19. Corporal or sergeant
20. Of epic style
21. Straw hats
22. Urchin
23. Repeat
24. Modest flower
25. Skin
26. Witchcraft
27. ——— de cologne
28. Testament
29. Store event
30. Spry
31. Secure
32. Prohibit
33. Language of Reykjavik
34. Sharp
35. Not one
36. Wharf
37. Sweet harmony
38. Insects
39. Notes
40. Exhausted

DOWN

1. Crash in a plane (Brit. slang)
2. Cavalry sword
3. Mexican mud house
4. Cover
5. Bearing
6. Native quarter of Algiers
7. Able to stretch
8. Siamese
9. Lampreys
10. Young shoot
11. Scarlet flower of the primrose family
12. Away from windward
13. Tear
14. Antique
15. Mukluks
16. Telegram
17. Social rebuff
18. Weary

31. Behaves abjectly
33. Farm field
34. Largest amount
35. Take on board
36. Apple or pear
37. Tool
39. Hideaway
42. Mess
44. Santa's freight
47. Opening
50. Charts of figures
52. Staccato noises
54. The gums
57. Mistreat
58. Roman tongue
59. Straight
60. One of Columbus' ships
61. Russian image
62. Concludes
64. Berets
67. Female deer
69. Sports award



For solution to Puzzle see page 36.

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Edited by
GORD ROWE

SINGING BEAUTY



Sylvia Murphy has been appearing regularly on CBC's popular "Music Makers '59". CBC Photo

TACTICAL AIR COMMAND DISBANDED

Six years after being raised to Command status, Tactical Air Command, with headquarters in Edmonton, has been disbanded. Regular force units under its control have been allotted to Air Transport Command, and Auxiliary units will be under the operational control of Training Command.

Mr. Pearkes, Minister of National Defence, commenting recently on the move, said that the re-organization, which became effective January 1, 1959, will result in "considerable savings in personnel without any loss in operational effectiveness."

Regular force units to be transferred to Air Transport Command are RCAF Stations Whitehorse and Namao, the Canadian Joint Air Training Centre, Rivers, the Survival Training School and the TAC band.

Auxiliary units going to Training Command are 18 Wing HQ (Aux) Edmonton, including 418 'City of Edmonton' Squadron and 3054 Technical Training Unit; and 23 Wing HQ (Aux) Saskatoon, including 406 'City of Saskatoon' Squadron and 3043 Technical Training Unit.

The history of Tactical Air Command dates back to 1943 when the RCAF created the North West Staging Route headquarters at Edmonton to control all air operations over the northern Canadian area enroute to Alaska. At the end of the second world war and the cut back in defence spending that followed, several western Commands were amalgamated and North West Air Command came into being.

A subordinate headquarters, No. 11 Tactical Air Group, was set up at Winnipeg and charged with the responsibility of developing Tactical Air Support techniques and doctrine for the defence of the northwest. In 1951, when the RCAF created Air Defence Command, Tactical Air Group responsibilities were moved to Edmonton. On January 1, 1953, its status was raised to Command level and it was renamed 1 Tactical Air Command. The number one was dropped in 1954 and the present title of Tactical Air Command came into being.

The task of Tactical Air Command was twofold. The first was

the planning, organization and execution of procedures and techniques to provide air support the Canadian Army. The second was to provide search and rescue facilities for a large area of north western Canada.

To carry out air support for the Canadian Army, a high degree of proficiency was maintained through constant training. Joint and combined exercises with the familiar code names of 'Sundog,' 'Bulldog,' and 'Morning Star,' have been carried out in all regions of Canada. The planning and execution of these exercises contributed to the knowledge from which the special doctrines of joint and combined exercises have been derived.

The two Auxiliary squadrons under Tactical Air Command, 'City of Edmonton' Squadron and 406 'City of Saskatoon' Squadron played a prominent part in these exercises in supporting the Regular force formations. The squadrons, flying Mitchell aircraft, worked in close co-operation with the jet aircraft of the Tactical Fighter Flight of the Canadian Joint Air Training Centre, Rivers, Man.

In April 1958, the Auxiliary Squadrons' Mitchell aircraft were replaced with Expeditors, and the squadrons given the new role of flying duties involving transport and search and rescue, for both military and civilian authorities, in peace and war.

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F/L J. W. Coutts, Accts.

Promoted to F/L

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F/O C. A. Nelson, Air/Obs.
F/O D. J. Cooper, Air/Obs.
F/O V. R. Davis, Air/Obs.
F/O A. E. Kilpatrick, Air/Obs.
F/O S. L. Kincaid, Air/Obs.
F/O G. W. Duguid, Air/Obs.
F/O J. R. Goodwin, Air/Obs.
F/O W. A. Gryba, Air/Obs.
F/O R. H. Scott, Air/Obs.
F/O J. G. Boulet, Air/Obs.
F/O C. W. Clark, AS/GDEF.
F/O E. J. Mastronardi
Tech/ARM.
F/O P. P. Richardson, Air/Obs.
F/O T. M. Swindells, Air/Obs.
F/O A. H. McMillan, 14 Tr. Gp.

CORPORALS ENTERTAIN ORPHANS

By CPL. BUD McINTYRE

Christmas 1958 will long be remembered by 40 orphaned children from St. Mary's School, Winnipeg. The children, ranging in age from 5 to 12 years old, were guests of Station Winnipeg's Corporals' Club, at a pre-Christmas party on Sunday, December 21st.

The party got under way at 1 o'clock when an airforce bus left the Station accompanied by a colourfully attired clown (Cpl. Bud

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VERnon 2-3318 SILVER HEIGHTS

Martin Borkowski's artistry with an icing tube was fully covered in the February 58 issue of "VOXAIR". His nephew Gilbert Borkowski (above) beside his own creation shows that the skill runs in the family. The model church is on display at graduation parties in the Flight Cadets' Mess. RCAF Photo



McIntyre), to pick up the kiddies. Returning to the club, the children immediately plunged into an afternoon of festivities with the aid of colourful hats and horns. Sam Simpson, President of the Mess Committee, then welcomed the children and the party was on.



Many thanks also go out to Mrs. J. Richards, Mrs. D. Gaudet, Mrs. R. Deveau, Miss Mary Peggy, and all Corporals present who helped us to show the children a good time.

At four o'clock, the children boarded the bus accompanied by the clowns, the Merry Minstrels, and our Majorette, Irene Richards, and returned to St. Mary's School, where fon goodbyes were said, amid cheers of "Merry Christmas" and "Happy New Year."

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Christmas carols were sung by the children with the local Station "Hi Hats" group providing the accompaniment. Hobo clown John Landry provided many laughs with his antics, jokes and tricks. Santa Claus arrived in a flurry of excitement providing the highlight of the afternoon. Santa talked to each child and gave a present to all. Sandwiches, cake, cookies and ice cream were served, to the delight of the happy children.

Later, the "Merry Minstrels," Al Pshytocky, John Richards and Rick Kellow, sang some fine old southern melodies, and later Christmas carols, in which the children joined in.

The party was attended by G/C and Mrs. J. F. Mitchell, and F/L and Mrs. J. Oliver, who participated in the festivities, adding greatly to the gay atmosphere of Christmas.

MODEL AIRCRAFT CONTEST

A public announcement by the RCAF concerning a National Model aircraft building contest offers free flights to Europe in the RCAF's Comet-jet for 14 major prize winners as well as flights in Canada to either the Canadian National Exhibition at Toronto, The Calgary Stampede, or the Pacific National Exhibition at Vancouver for 28 other boys submitting winning models.

The RCAF is providing free to all boys writing to contest Headquarters, plans of the aircraft in the contest together with a 24 page booklet on the rules and other essential information.

The RCAF's contest offers two classes of competition; one for individual efforts and one for group competition. In the latter class groups of boys may work together



Model of SISKIN FIGHTER built almost twenty years ago, by the late William Wood of Ottawa, one of Canada's outstanding model craftsmen, is subject of discussion as Flying Officer W.G. Baker, CF-100 pilot with No. 428 All Weather Fighter Squadron Uplands, and Sergeant Andre Tousignant, 121 Dollard Sqn. Royal Canadian Air Cadets comment on the fine workmanship evident in the model; the SISKIN is one of the eight historic aircraft listed for competition in the RCAF's National Model Aircraft Contest announced this week. It is for competition in Alberta, British Columbia and the Yukon.

on a project under supervision of a teacher instructor or officer. It is hoped that many schools, air cadet squadrons and other boys work groups will enter in this class. A third class sponsored by the National Council Golden Jubilee of Flight in Canada, is open to all with no age limits. There will be special awards in this class. The aircraft in this class differ from those in the RCAF's Contest.

The National Model Aircraft Contest marks the RCAF's observance of its own 35th anniversary, which, during 1959, is being celebrated together with 50 years of powered flight in Canada. Local committees of the Golden Jubilee of Flight in Canada are cooperating with the RCAF in the administration of the model contests and all preliminary judging will be carried out by these local committees.

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ST. JAMES

SOLUTION TO CROSSWORD PUZZLE ON PAGE 33

- | | | | |
|---------------|---------------|---------------|---------------|
| ACROSS | 42. Homeric | DOWN | 33. Acre |
| 1. Psalm | 43. Boaters | 1. Prang | 34. Most |
| 6. Cete | 45. Imp | 2. Saber | 35. Ship |
| 10. Spar | 46. Echo | 3. Adobe | 36. Pome |
| 14. Rarii | 48. Violet | 4. Lid | 37. Implement |
| 15. Alae | 49. Pelt | 5. Mien | 39. Lair |
| 16. Pile | 51. Sorcery | 6. Casbah | 42. Chow |
| 17. Abode | 53. Eau | 7. Elastic | 44. Toys |
| 18. Sailormen | 55. Will | 8. Tai | 47. Orifices |
| 20. Neb | 56. Sole | 9. Eels | 50. Tables |
| 21. Nabs | 60. Nimble | 10. Sprout | 52. Clacks |
| 23. Sloped | 63. Fast | 11. Pimpernel | 54. Ula |
| 24. Grew | 65. Bar | 12. Alee | 57. Abuse |
| 26. Rats | 66. Icelandic | 13. Rend | 58. Latin |
| 28. Due | 68. Acute | 19. Old | 59. Erect |
| 29. Itching | 70. None | 22. Arctics | 60. Nina |
| 32. Tram | 71. Dock | 25. Wire | 61. Icon |
| 35. Spirit | 72. Music | 27. Snub | 62. Ends |
| 38. Curl | 73. Ants | 30. Tire | 64. Tams |
| 40. NCO | 74. Sees | 31. Grovels | 67. Doe |
| | 75. Spent | | 69. Cup |



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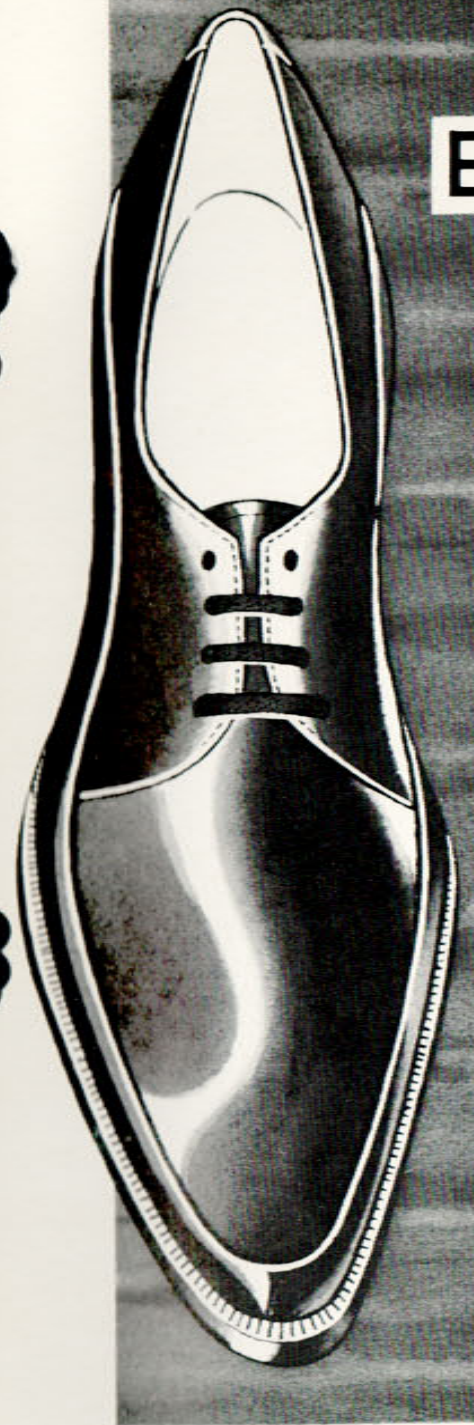
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