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# VOXAIR

AN AIRFORCE NEWSPAPER

Mr. F. P. McDonald,  
Royal Canadian Air Cadets,  
Camp Ottawa 9,  
Flin Flin, Manitoba.



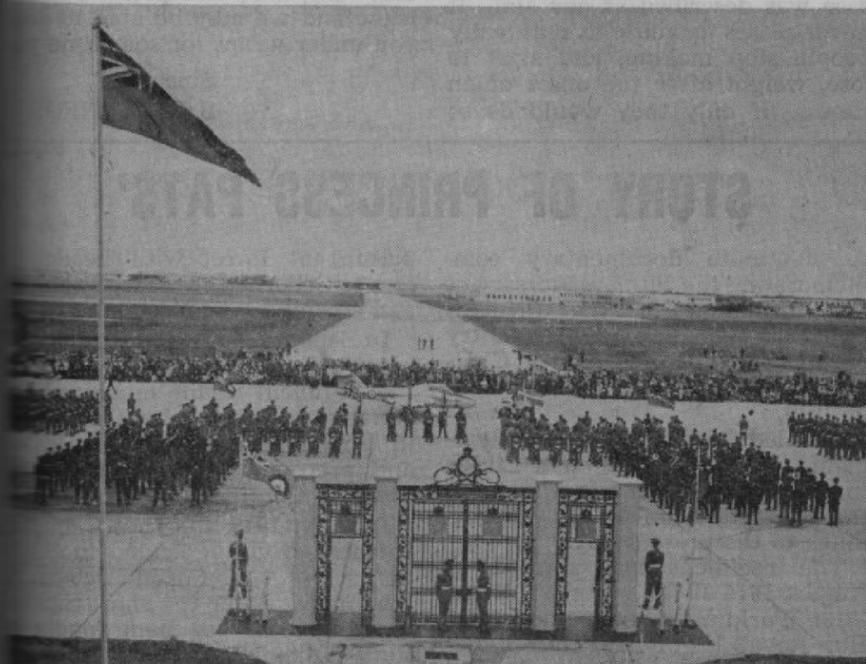
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Vol. 13, No. 26.

WINNIPEG, MANITOBA

July 3, 1964

## PILOT TRAINING TAKES ON A 'NEW LOOK'



The CT114 Tutor is the centre-piece for a combined Wings Graduation Parade and Tutor acceptance ceremony at RCAF Station Winnipeg, June 13, 1964.

A bantam aeroplane will whisk RCAF student pilots into the year 1965, pointing forward on a route toward all through training in jet aircraft.

The bantam is the CT 114 Tutor, a new jet trainer which RCAF Training Command accepted in ceremonies at Winnipeg.

The Command will start instructional training on the Tutor at the RCAF Station at Moose Jaw, Sask., where a pilot training syllabus will be proved for the Tutor and then put into practice with qualified pilots at the Number One Flying Instructor School, also at Moose Jaw.

Graduates from the first instructional course will, in turn, start converting other pilot instructors to the Tutor from the Harvard aircraft. The Harvard, a star in the British Commonwealth Air Training Plan of the Second World War and the NATO Training Program, has served as a basic and advanced trainer to more pilots than any aircraft in any era. It is to be retired during the latter part of 1964 and early 1965, and if all goes as planned by the RCAF the initial training course for student pilots will start on the Tutor in January 1965 at Moose Jaw.

With the introduction of the Tutor as a basic trainer the RCAF hopes to cut about nine weeks off the pilot training program which now lasts 60 weeks, inclusive of a one period of two weeks at mid-term. This progresses through six

weeks of primary flying with the Chipmunk aircraft, a small monoplane that joined the RCAF's training fleet in October, 1956. Next comes a 30-week course on Harvards, and then 24 weeks of advanced instruction on T-33 jet trainers. This sequence follows an academic course of 12 weeks at the Central Officers' School at Centralia Ont.

For the future, aside from 12 weeks of initial military and academic training, the progression of training for pilots is planned at a straight 51 weeks divided between basic flying training on the Tutor, and advanced flying. With this in being, the RCAF will realize a plan begun several years ago to convert to basic jet training. A plan that involved testing and evaluating most of the training aircraft available in the western world.

The development of the Tutor was started seven years ago, with Canadair and the RCAF so scrupulously considering the air force's requirements that the Tutor was literally conceived system by system.

Externally, the Tutor is a clean-lined aeroplane 32 feet long, spanning 36 feet, 9 feet tall, and weighing 7,393 pounds. It has a side-by-side seating arrangement, tricycle undercarriage, T-tail assembly, and a power plant able to generate a maximum speed of 488 m.p.h. The RCAF has ordered 190 Tutors and these are being manufactured at

Canadair's Cartierville plant north of Montreal.

Entry of the Tutor into the RCAF will allow Training Command to school new pilots on jets from their first flight. A complete instructional concern with one aircraft type that the service expects to result in a more effective and uniform program designed to meet present and future needs.

At present, the majority of RCAF pilots are trained for initial duty with the Canadian Air Division in Europe and the Air Defence Command in Canada. Squadrons in both these forces are equipped with high speed and high flying aircraft, and the RCAF has long considered it necessary that future pilots be exposed to both high speed and high altitude flight at the earliest stage in their training.

A basic and a time saving point cited in the Tutor's favour as a training craft arises from the side-by-side seating for student and instructor in a comfortable cockpit about the same size as the front seat of a compact automobile. In this arrangement the student is in complete visual and voice contact with his teacher, allowing mutual observation and monitoring. This does away with many problems of the tandem seating arrangement for flying instruction which has been compared to trying to teach

mathematics by having student and teacher in separate rooms.

In some respects the Tutor might seem more an advanced than a basic trainer, considering its ability to reach an altitude of 15,000 feet in 4.6 minutes, 30,000 feet in 13 minutes, and operate at a service ceiling of 43,000 feet. However, the aircraft has numerous characteristics which give it basic trainer excellence. It has good low and high speed handling qualities, full manoeuvrability, ease of ground handling a 70-knot stalling speed with flaps down, a stick-shaker stall warning, and minimum visibility obstruction.

A typical training mission of one and a half hours on the Tutor has included a take-off and climb to 15,000 feet, 15 minutes of manoeuvring, a practice forced landing, a return to base and five complete touch-and-go circuits prior to landing. All this with fuel reserves providing for an additional operation of 20 minutes at maximum endurance power.

With the Tutor, RCAF Training Command is entering a period of change and advancement in its development of excellent pilot skills. The pattern for this, in its entirety, will start in January 1965 when some Canadian youngster settles into the cockpit of the Tutor on his first day of flying training as an air force pilot.



A model of the RCAF CT114 Tutor jet trainer is accepted by the Honourable Errick F. Willis, Lieutenant Governor of Manitoba. The Air Officer Commanding RCAF Training Command, Air Vice Marshal C. H. Greenway, made the presentation during the Tutor acceptance ceremonies at RCAF Station Winnipeg, June 13, 1964. At left is A/V/M W. A. Orr, Air Member for Personnel, Air Force Headquarters.



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### In Days of Old

- Godliness, cleanliness and punctuality are the necessities of good business.
- On the recommendation of the Governor of this Colony, this firm has reduced the hours of work, and the clerical staff will now only have to be present between the hours of 7 a.m. to 6 p.m. on week days.
- Daily prayers will be held each morning in the main office. The clerical staff will be present.
- Clothing must be of a sober nature. The clerical staff will not disport themselves in raiment of bright colours nor will they wear hose, unless in good repair.
- Overshoes and top-coats may not be worn in the office, but neck scarves and headwear may be worn in inclement weather.
- A stove is provided for the benefit of the clerical staff. Coal and wood must be kept in the locker. It is recommended that each member of the clerical staff bring 4 pounds of coal, each day, during cold weather.
- No member of the clerical staff may leave the room without permission from Mr. Rogers. The calls of nature are permitted, and the clerical staff may use the garden below the second gate. This area must be kept in good order.
- No talking is allowed during business hours.
- Craving for tobacco, wines, or spirits is a human weakness, and as such, is forbidden to all members of the clerical staff.
- Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11:30 a.m. and noon, but work will not, on any account cease.
- Members of the clerical staff will provide their own pens. A new sharpener is available on application to Mr. Rogers.
- Mr. Rogers will nominate a senior clerk to be responsible for the cleanliness of the main office, and the private office, and all boys and juniors will report to him 40 minutes before prayers, and will remain after closing hours for similar work. Brushes, brooms, scrubbers, and soap are provided by the owners.
- The new increased weekly wages are as hereunder detailed:  
 Juniors Boys (to 11 years) 1/4d.  
 Boys (to 14 years) 2/1d.  
 Juniors 4/8d.  
 Juniors clerks 8/7d.  
 Clerks 10/9d.  
 Seniors clerks (after 15 years with the Owners) 21/-d.  
 The owners hereby recognise the generosity of the new labour laws but will expect a great rise in output of work to compensate for these near Utopian conditions.  
 —Sydney, Australia, 1852.

## A RUMBLE FROM THE SMO

Dear Padre,

Or is it occupant of Bed and Ward, 4th Floor E. Having enjoyed the first two epistles so much, it means that a few words from the Station Hospital are required. This is, of course, interloping on a private correspondence, but we know where to go for forgiveness.

It would appear that the loss of dignity entailed in being required to "Please pass the bottle" has not been too great. Anyway, it is the dignity of the mind rather than the body that is important and we are indeed grateful that you still have this — and your sense of humour.

Perhaps you should have read the article on the Station Hospital in the Air Force Day edition of Voxair. In this, prevention of disease was described as our aim. It never ceases to amaze us that many people stop making, and start to lose, weight after the onset of an illness. If only they would do so

before they became ill, so much disability could be prevented. I really is remarkable how much better they feel afterwards.

One does not necessarily have to have statistics to prove this. As one of my favourite questions on the subject goes, "How many of fat people do you know?"—The answer is obvious.

It is an interesting and proven fact that "Hope springs eternal." Witness the last few lines of the First Epistle, "Come two or three weeks' time and I will be back in the office." This indeed in spite of all wisdom and information to the contrary. We at the Station Hospital would like to send you our best wishes, but please remember that the MO can prescribe sick leave and we may be able to keep you under wraps for sometime yet.

Sincerely,  
S/L CORNFORD

### A PADRE

This will probably be the last letter I write from the hospital. I expect to be sent home. The MO warned me that I was suffering from Dropsy. When I finally drop out, don't have the heart to go to work!

Several of the doctors from Turkey and other countries. They are sometimes their devious is embarrassing. I overheard a doctor correct him by saying "father." He has finished. A news item to the Head Dietician of the hospital was elected Canadian Dietician. I am glad she was at the conference in my room-mate and I had trouble with the kitchen. "This is a good meal." Trying to be polite, "It should be only this morning handling our trays and we were almost finished.

We have a suggestion will be approved. I will get our name. We are real. I found. Our suggestion because this hospital is the Don. As is TCA (Canada). all announcements the PA system show they are on planes—and English. The been encouraging the speaker doesn't call Morgan but rather "man." Though "Pat" particularly French, I all patients of Spanish origin appreciate the being called this.

## STORY OF PRINCESS PATS'

A 30-minute documentary commemorating the 50th anniversary of the formation of the Princess Patricia's Canadian Light Infantry regiment will be presented on CBC-TV's 20/20 series, Saturday, 11th of July.

Entitled Diary of a Proud Regiment the program will trace through actual film the history of the regiment from its early beginnings to the present day.

The regiment was formed in August 1914 at the outbreak of the First World War and named after Her Royal Highness Princess Patricia of Connaught. It was formed as a result of an offer by Andrew Hamilton Gault, a veteran of the South African War, to finance and equip a battalion for overseas service. Lieut.-Col. Francis Farquhar of the Governor-General's staff was selected to command the new battalion and on Aug. 23 Princess Patricia presented the colors which she had designed and sewn herself to the regiment in Lansdowne Park, Ottawa.

The P.P.C.L.I. was the first fighting Canadian regiment in the World War in 1914. They served one year with the British 80th Brigade in the Ypres sector in Belgium, and on May 8, 1915, participated in the historic battle at Frezenberg, which resulted in a victory at great cost.

Other battles the P.P.C.L.I. participated in during 1914-18 were at Mount Sorrel, Vimy Ridge, Passchendaele, and Mons.

The 20/20 film will also show the arrival home of the regiment in Halifax and their subsequent welcome in Ottawa, in March, 1919.

Between the two World Wars, the P.P.C.L.I. became part of the

permanent force, with headquarters as Osborne Barracks, Winnipeg and a company at Esquimalt, B.C.

In September, 1939, with the outbreak of the Second World War the regiment again mobilized for active service and spent three years in England in defence of Britain and preparing for the Allies' re-entry to Continental Europe.

In July, 1943, the first Canadian Infantry Division landed in Sicily as part of General Montgomery's 8th Army. After the short Sicilian campaign, the regiment fought in Italy from September, 1943 to March, 1945. In the closing months of the war, the Patricias saw action in Holland.

Following the Second World War, the regiment moved to Curran Barracks in Calgary, and in 1950 became Canada's first airborne battalion. In August, 1950, a second battalion was formed for U.N. service and sailed for Korea on November 29.

At the end of April, 1951, they were engaged in a battle with the Chinese, who were planning to overrun Seoul. The Chinese were stopped at Kapyong. For their part in the Kapyong battle, the Patricias' Second Battalion, along with an Australian regiment and a U.S. tank battalion, were awarded a presidential unit citation.

Today, the Princess Patricia's Canadian Light Infantry consists of two battalions. The First is serving in Germany, as part of Canada's contribution to NATO, and the Second Battalion has taken over the airborne role and is currently located at the regiment's home station at Hamilton Gault Barracks in Edmonton, Alta.

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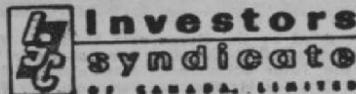
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PHONE TURNER

**E SMO**

became ill, so much could be prevented. It is remarkable how much I feel afterwards.

not necessarily have to prove this. As my favourite questions go, "How many of you know?"—The obvious.

interesting and prove. Hope springs eternal. The last few lines of the letter, "Come two or three and I will be back." This indeed in spite of all information to the effect at the Station. He likes to send you out but please remember. He can prescribe since he may be able to keep wraps for sometime yet.

Sincerely,  
S/L CORNFORD

**PATS'**

force, with headquarters at Esquimalt, B.C. in 1939, with the outbreak of the Second World War again mobilized and spent three years in defence of Britain for the Allies' continental Europe.

1943, the first Canadian division landed in Sicily under General Montgomery. After the short Sicilian campaign the regiment fought in September, 1943. In the closing months of the war the Patricia's saw action in the Second World War. The regiment moved to Curragh Camp in Calgary, and in 1950, Canada's first airborne division, the 2nd Airborne Division, was formed for U.N. service. It sailed for Korea in 1950.

On the night of April, 1951, they fought in a battle with the Chinese at Kapyong. For their part in the Kapyong battle, the Patricia's Battalion, along with the 2nd Airborne Regiment and a U.S. Infantry Battalion, were awarded a Presidential Unit Citation.

The Princess Patricia's Light Infantry consists of two battalions. The First is serving in Germany, as part of Canada's contribution to NATO, and the 2nd Battalion has taken over the role and is currently serving in the regiment's headquarters at Hamilton Gault Barracks, Edmonton, Alta.



**Chapel News**

**A PADRE'S LETTER TO HIS SECRETARY  
(written from hospital)**

**THIRD EPISTLE**

This will probably be the last letter I write from Hospital. I expect to be sent home "to rest."

The MO warned me of the symptoms of my trouble—"Cardiac Dropsy." When I have finished lunch I drop onto the bed and don't have the heart to get up and go to work!

Several of the doctors here are from Turkey and other European countries. They are very polite. Sometimes their desire to be courteous is embarrassing. For example, the other day one of these "imports" addressed me as "Father." I overheard a Canadian doctor correct him by saying, "He isn't a father. He has five children."

A news item told us that the Head Dietician of Deer Lodge Hospital was elected President of the Canadian Dieticians Association. I am glad she was away, attending the conference in Halifax. My room-mate and I almost got into trouble with the kitchen staff. My pal said, "This coffee tastes like mud." Trying to be punny, I replied, "It should; it was ground only this morning." The person handling our trays overheard us and we were almost excommunicated.

We have a suggestion which we hope will be approved. If so, we will get our name in AFAO's and we are real lucky, even in a roundel. Our suggestion is that because this hospital is an institution of the Dominion Government, as is TCA (sorry, Air Canada), all announcements made over the PA system should be made as they are on planes—in both French and English. The Chaplains have been encouraging that already, apparently. I notice that the loud-speaker doesn't call for "Reverend Morgan but rather for "Padre Morgan." Though "Padre" isn't particularly French, I am sure that all patients of Spanish or Mexican origin appreciate the Chaplain being called this.

While in this Nationalistic mood, I am wondering if you read Eric Nicol's column the other day. He began by asking a question vital to all: "Re the Red Ensign: when a flag dies, do you fly people at half mast?" Such questions of protocol should be answerable by WO1 Picton or Sgt. Anderson.

There is plenty of time for reflection when one is flat on his back for a few weeks. How often have the bereaved asked their Padre "Why?" Why did he have to die—he was so young, such a good man, such a potential leader of men?

In times of illness a verse from the Bible comes to mind, "All things work together for good to those who love God."

At the heart of some of the mysteries of life is love. "If a man can say that all things come from God, that all things have their being through God, and that all things end in God, what more is left to say? There is a certain paradox in the human situation. God gave man a mind, and it is man's duty to use that mind to think to the very limits of human thought. There are times when the mind can only go so far, however. When that limit is reached, all that is left is to accept and to adore." (Wm. Barclay.)

There are situations and problems in our personal and domestic lives which one cannot solve as neatly as a problem in arithmetic. We must do our best to understand the factors and persons involved and then to leave it to the love and Power of God.

As you know, there are times in life when there is nothing left to do but to say:

"I have thought, and I cannot see the reason and the way. I cannot grasp Thy mind, but with my whole heart I trust Thy love. Thy will be done."

Sincerely,  
PADRE WHITE.

**ROMAN CATHOLIC CHAPEL NEWS**

Rev. V. Villeneuve (W/C Training Command Chaplain (RC)).

Rev. G. E. Grant (S/L Senior Station Chaplain (RC)).  
VE 2-1311, Local 272.

Officiating Clergyman—  
Rev. Edwin Kuefler O. F.M.  
(Whitehall 2-8705)

**MASSES**

Our Lady of The Airways RC Chapel Schedule until 15 July '64.  
Sunday Mass—9 a.m. and 11 a.m.  
Weekday Mass—WEDNESDAY at 8:30 p.m.

First Friday in Month Mass—  
8:30 p.m.

Rev. Edwin Kuefler of the Franciscan Monastery—211 Edmonton St. will replace Rev. G. E. Grant while on leave, conference, retreat, until 15 July '64.

**SUNDAY SCHOOL**

Discontinued after 21 June '64 until September. Children are invited to attend Mass with their parents.

**CONFESSIONS**

Before every Mass. During both Masses on Sunday. Every Saturday night from 7 to 8 p.m.

**PROTESTANT CHAPEL NEWS**

Chaplains:

Rev. C. H. White, S/L—837-3832.  
Rev. I. Baeburn-Gibson,, F/L—832-1525.

**SUNDAY — 5 JULY**

11:00 a.m.—Divine Worship and Holy Communion. The Rev. J. E. Hunt, B.A., S.T.B., St. Chad's Anglican Church, Westwood, will officiate.

11:00 a.m. — NURSERY — preschool children up to three years of age will be cared for in the Chapel rooms.

REV. P. D. ROSS, W/C, will be acting as the Station Chaplain (P) until the 22 July. Padre Ross may be reached at Local 417 in the mornings and at Local 460 in the afternoons. Padre Ross will be conducting the Chapel services 12 and 19 July.

Your prayers and enquiries as to Padre White are greatly appreciated. His friends and fellow labourers pray for his speedy recovery.

**SECRETARY'S REPLY**

Dear Padre:

You certainly must be on the road to recovery. I notice you are quoting the Good Book, it is a sign that you are soon to vacate your hospital bed.

Much to my regret I have been away for two days with an infection in both eyes, but I simply had to come in to work today to get things cleared up for the week-end, the boy that wanted to get married, the babies that wanted to be baptised, and all the little odds and ends just couldn't wait.

The Father who was replacing Father Grant, has another Father replacing him for a week, and so I was so happy to get in today to make it a little easier for him this Sunday. I left the "things to do" counted out over there. I wonder why someone has not invented an extra arm to attach to the phone here so I can use both my hands for the typing.

In French you read from left to right, but one message I received I nearly had to read from the bottom to the top. I had one man

being married and its was cancelled. Another LAC was marrying a girl in another province with the same surname as this cancelled one and if that didn't confuse the issue, I blissfully and conscientiously stayed home two days putting stuff in my eyes as directed. When I got back this morning, I found such a confusion—well I do hope that couple can get the papers in time for their wedding—whatever that may be.

Sometime I must take a course in mind reading . . . long distance mind reading.

Although Padre White mentioned one card in his last letter to me, I would like to take this opportunity to thank all the good people that gave him so much encouragement with their personal calls, and cards, and gave strength and encouragement to Mrs. White and family. It was greatly appreciated and a wonderful thing to know that in times of trouble there are many fine friends.

Sincerely,  
Secretary Chapel (P).

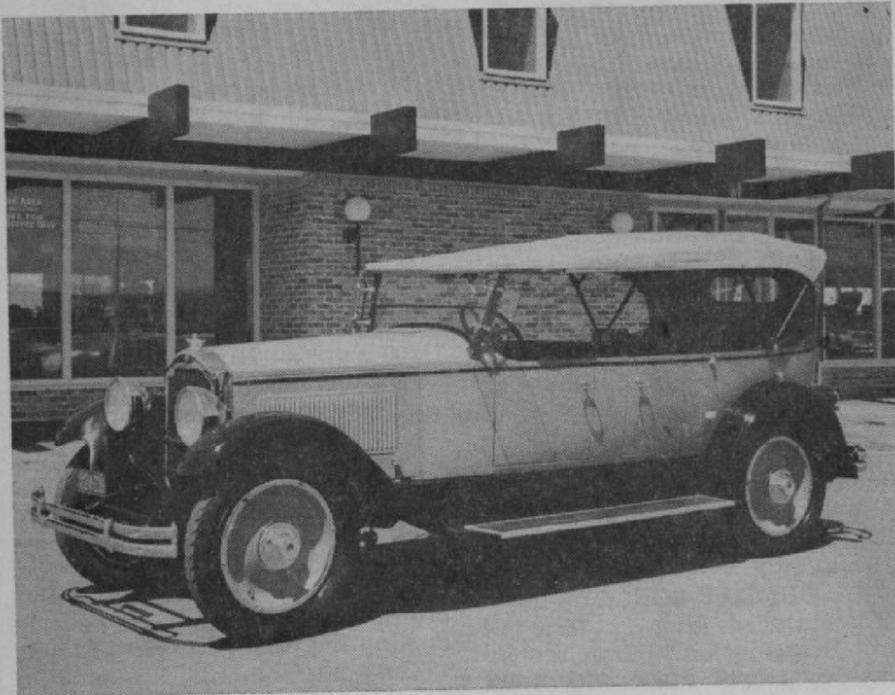
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## A CENTURY REMEMBERED



A relic from the past in perfect condition.

On the corner of St. James Street, and Ness Avenue on the border between Winnipeg and St. James, stands a building which contains many relics and momentos of Manitoba's pioneer days.

The Motor Club Drive-Inn Museum, owned and operated by ex RCAF airman Daniel (Dan) Ritchie, displays a portion of his antique collection in the large glassed-in display room, which draws the mind back to the time of the River River cart and buffalo.

Items dating back to pre-confederation are among the rare and beautiful pieces of that nostalgic era known as 'The Good Old Days.' The most eye catching perhaps, is the 1923 Elcar, which was built for and used by the Diamond Taxi Company of Winnipeg for seven years. Its history indicates the bankruptcy of the company when Fort Street Auto Wrecking of Winnipeg bought the entire fleet of cars in 1930, wrecking most and selling a few to private parties. The only one of its type now known

in Canada, it came to Dan Ritchie via Mr. Leo Karkan of Flora Avenue, Winnipeg.

Near the famous Model T of 1926, stands a 1922 Packard, Touring car, with its original collapsible top, and a 1917 Chevrolet which was obtained in 1958 and has been used in past Red River Exhibition parades. The 1928 Chevrolet was used as a run-about until last year by Mr. Ritchie and his sons. In fact all are in operating condition, although restoration to original appearance has cost thousands of dollars.

Old bills, issued by banks of long ago, such as The Molsons Bank, The Standard Bank of Canada, The Merchants Bank, etc., will delight the coin collector's heart. Grandmothers might remember the copper or porcelain bed warmers, cast iron kettles, and the miniature iron used to press delicate lace. A youngster gazing at the Indian relics, such as tools, arrow heads, headwork and clothing, can't help but find history repeating itself in his imagination. Cigarette cases, ladies' compact and tumblers made

of buffalo horn reveal the craftsmanship of the pioneer.

Grandpa's eyes will sparkle when he notes the shaving mugs and mustache cups of his youth, the key winding pocket watches by Waltham and Elgin, the Kiewel's Brewery delivery wagon and the old fashioned rolling pin. Among the many utensils and pieces of furniture are a spittoon, originally in Lower Fort Garry, a pot with three legs designed for use over a camp fire, a must for outdoorsmen of the period supplied by the HBC stores, coffee grinders, 1898 vintage, a maple sugar mold, butter churns and molds, a candle stick mold, a lady's spittoon (to be used with delicacy) a mantel clock which still runs, with a built-in barometer, and many other fascinating items.

In the showcase inside the dining area, are many pieces of extremely fine glassware, souvenir coffee spoons of sterling silver with the old Manitoba Hotel, Winnipeg Parliament Buildings, etc., engraved in the ovoid bowl.

The office door was formerly part of the Evans Mansion, 10 Ruskin Row, which was demolished last year. Under the stairs is an ancient wooden chest, pegged together without nails, and locked with a lock and key reminiscent of pirate treasures, brought to Canada by a Scotch family.

Mr. Dan Ritchie drives up to 40,000 miles annually just looking for antiques and relics to add to his already fabulous collection. He will point out with pride that all the items on display were found in Manitoba. His collection was begun when he obtained a 1935 five dollar bill back in 1948. His most recent purchase of note is a painting by J. Griffith, 1884, picked up in Minnedosa.

A representation of painting by Cornelius Krieghoff, 1858 of the Group of Seven, L. L. Fitzgerald, a native of St. James, whose art shows the influence of his connection with the famous Group of Seven, and F. A. Verner, known for his water colours of Western Canada, particularly Buffalo and Indians, is displayed along with scenes of Winnipeg in 1874. Incidentally, the Fitzgerald Home at 30 Deer Lodge Place is on display at this time to raise funds for the Winnipeg Art Gallery.

A visit to the Motor Club Drive Inn Museum is a revealing experience for those who hold dear the heritage left in Manitoba by the artists, craftsmen and settlers over the past century.

MOVING SOMEWHERE?  
"GO BY JET"  
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FULLY EXPERIENCED OPERATORS  
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## STATION SOCCER

By G. WINTERBOTTOM  
RCAF 4 — CASSM 0

With temperatures in the high 80's, instead of heading for the nearest beach, the station soccer team left the base on Thursday evening for a trip across town to Churchill Drive sports field, Fort Rouge, to meet CASSM on their home grounds. This team comprises mainly chartered accountants, studying at the University of Manitoba, and they can usually be relied upon to field an above average team.

For this game, the airmen welcomed back to its ranks two former players, Bob Reid and Bernie LaLiberte, both first class fullbacks who have strengthened the defense to rock solid proportions.

With a light ball and quite a gusty crosswind, constructive football was sadly missing throughout the first half of the game. Although the airmen did manage to get a goal, it was hardly a fair measure of the calibre of play. The station team, having been the attackers consistently, found that the forwards had apparently left their shooting boots at home.

Even when presented with a penalty shot, the usually reliable foot of Bruce Porter let him down. His feeble shot completely missed the goal from 12 yards out. With a goal that measures 24 feet by 8 feet, this takes some doing. Harold Grenna finally came up with a goal for the station team when one of those rare combinations between the forwards jelled. Harold was perhaps the only bright spot in the first half as he neatly sidestepped the goalkeeper before slipping the ball into the vacant net.

A few well chosen words from all players to each other during the halves, seemed to shake the doldrums. Consequently the station team came up with a much improved display during the second half and it wasn't long before the goals began to come.

Bruce Porter, a bit red faced from his previous attempt on a goal, cut in from the left wing and uncorked a right foot shot that bulged the twine for the second goal. Flashing off the foot of Roger Letourneau, goal number three was the final touch to a play that involved five players from the station team. Without an opponent touching the ball, it was a typical blackboard move, executed to perfection.

Bob Reid, from within his own end of the field, took a quick throw-in onto the feet of Gord Winterbottom who, after sidestepping a defender, sent a low, hard drive at the feet of Bruce Porter. Seemingly still smarting in his failure to get a hat trick, Bruce brought the ball under control and the coasted it past the startled goalkeeper.

It is apparent that the airmen just can't get going during the first half of their games, a fault they will have to remedy. Thereby lies the tale their opponents well know. It takes a good team to come back and play defensive as well as offensive football. If the station team can rid themselves of their first half deficiencies before too many games go by, they will have the makings of a first rate team.

## FLIGHT

### "A BIRD'S EYE FLYING"

Arrivals: Only one Flying Wing last week. Bob Barry checked in with ANS a couple of days ago and has spent some time at IIKU and come back to ANS.

Departures: No departures. The Chief Instructor's departure has been delayed. Bob Rumble is due to Test Flight July.

Bits 'n pieces: The flight didn't last to Schwindt's transfer and Leo Salm's hospital left Trng. The training officer. Leo has gone over to do the Beech monthly training. Speaking of Leo in Deer Lodge with all stones. Hope you better now Leo and you back on the line.

The C-45s are having headsets installed on them. These new headsets are getting used to cut down the noise level. They are equipped with b...

The Beeches are being Wests packaged. The bags are made of plastic, so if they have to suggest that they are open and put on when needed. It might be to open them.

There are only a few Tacan modifications. There is still no firm date for "Black Boxes." Tacan is installed at the base across the country. Winnipeg is pretty close to the top of the list. Next probable date for season here.

Samor: The latest concerning Flying Wings and ROs was brought through training. When this will happen is a guess but some date around the new year. There is a possibility of replacing the Beech. This is still a question. Well, see you next week. Till next week.

Che  
THE

Bidi

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Classified ads of a non-commercial nature will be FREE to all employees of RCAF Station Winnipeg.

**ADS WILL NOT BE ACCEPTED BY PHONE. NO MATERIAL, INCLUDING CLASSIFIED ADS, WILL BE ACCEPTED AFTER 1300 HOURS ON MONDAY OF EACH WEEK FOR THE CURRENT ISSUE OF VOXAIR.**

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

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

Address all ads to:  
**EDITOR  
VOXAIR  
RCAF Stn. Winnipeg, Westwin, Man.**

## ALCOHOLICS ANONYMOUS

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

## AL-NON FAMILY GROUPS

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

## SERVICES

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

Transferred?  
Moving?  
Storing?

Call — Russ Sanderson  
North American Van Lines  
WH 3-0567

Photo's for all occasions. Weddings, banquets, portraits, etc. Call Mel Dagg at VE 2-3987.

## DID YOU KNOW

That last year \$560,280,000.00 was paid out in benefits by the Life Insurance Companies of Canada. North American Life RCAF Service Unit. WH 3-1526.

## FOR SALE

1957 Blue and white Mercury, mechanically in good shape. Needs a little body work. No reasonable offer refused. Contact Dick Kensett VE 7-1539.

Mouton fur coat — mink collar. Size 14. Worn one winter. \$269.00 new — sell for \$150, or best offer. F/O Isenor, 832-5647.

Rhubarb for sale! Pick your own, 3c a lb. Phone VE 2-1114 between 5 and 7 any evening.

1956 Volkswagen, radio, reconditioned motor, \$325.00. Phone Local 616.

CRESTVIEW PARK: Two-year-old, three bedroom home with L shaped living and dining room; hardwood floors; gas heat; many extras. Fully landscaped, back yard fenced. Immediate possession. Ph. 832-0436.

Boy's 26" bicycle, 3 speed, hand brake, \$12.00. Phone 837-2935.

16' plywood cabin cruiser, mahogany and white; 35 h.p. Evinrude, electric starting motor, steering controls and accessories, \$850.00. Call Bryan McInnes, 832-6994, evenings.

1964 Chevy II, 4-dr. sedan, 1,200 miles. W/S washer, 2-speed wiper, block heater. Original price \$2,865.00, will sell for \$2,250.00. Reason for selling, buying new house. Contact Portage la Prairie, Ph. 857-6966.

## LAWN CUTTING

Would you like your lawns done the easy way? Or when away on holidays? Cutting 75c, cutting with trim \$1.00. Arrangements can be made if you would like them done for the summer. Call Guy, VE 7-1752 before July 9th.

## WANTED

Small two-wheel bike in running condition for a 6 year old. Phone 837-5655.

## GOLF DRIVING RANGE

Recently a considerable number of golf balls have disappeared from the golf driving range. It is believed that in most cases these balls have been picked up, in error, by children before the attendants were able to retrieve them from the range. The balls supplied as part of the driving range facility are the property of Stn. Winnipeg and can be readily identified by a smear of yellow paint. The cooperation of Station personnel is requested in returning to the Recreation Centre, or AF Police, any golf balls bearing this identification that may come to notice.

## Nels Cuthbert

New and Used Cars and Trucks  
Phone VE 2-3098



"I want the loan for 24 months."

## ASTRA

VE 2-5082 LOCAL 628

## EXHILARATING WHAT?

Appearances to the contrary, all the sick drivers, it seems, don't live in this part of the world.

The following letter, appearing in a recent issue of a Malaysian newspaper, comes to us by way of an English reader of the *Bournemouth Evening News*:

"I am handsome Sikh teenager whose betrothed is beseeching him to buy motor vehicle . . . Sometimes I am mistaking brake for exhilarator (sic!) and other times am passing wrong side of oncoming traffic with great rapidity.

"My beloved covers eyes with hands and moans softly and now declares she will accompany me only by public transport or shankers (sic!) pony. Shall I bow to feminine whim—or find another to occupy hot seat?"

Comments the English newspaper: "At least handsome Sikh teenager has the virtue of frankness. Usually when one hears of narrow squeaks on the road it is always the other fellow who is 'passing wrong side with great rapidity.' And not many drivers would care to admit in print—or otherwise—that they are 'sometimes mistaking brake for exhilarator'."

## STATION LIBRARY

Recreation Centre  
(Bldg. 90—Rm. 25)

### HOURS OF OPERATION

Monday to Friday—  
1200 hrs. - 1730 hrs.  
1800 hrs. - 2100 hrs.  
Sunday—  
1400 hrs. - 1730 hrs.  
Closed Saturday.

### NEW BOOKS

*Katie's Young Doctor* — Elizabeth Seifert.  
*Case of the Daring Divorcee* — Erle Stanley Gardner.  
*Hey I'm Alive* — Helen Klabin.  
*The Night in Lisbon*—Erich Maria Remarque.  
*The Sped Arrow* — Valerie W. Kinson.  
*The Wanting Seed* — Anthony Burgess.  
*A Thing That Happens to You* — Evelyn Berckman.  
*A Child Who Never Grew* — Biography of Pearl S. Buck's daughter.



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1961 COMET  
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10% Dn. .... \$54/Month

1963 PONTIAC  
LAURENTIAN ..... \$2995.00  
Station Wagon. 6-cyl., automatic, Palomar red, radio, power rear window.  
10% Dn. .... \$85/Month

1959 FORD STATION  
WAGON ..... \$1195.00  
2-tone yellow and white. V8 Std.  
10% Dn. .... \$39/Month

1959 BUICK  
INVICTA ..... \$1595.00  
Premium, Executive owned. AT. for the particular buyer.  
10% Dn. .... \$51/Month

1959 AUSTIN 4-DOOR  
SEDAN ..... \$695.00  
Black with red interior. 4-cyl., std.  
10% Dn. .... \$24/Month

1960 PONTIAC  
LAURENTIAN ..... \$1895.00  
4-door, green and white with matching interior. V8, auto.  
10% Dn. .... \$58/Month

1963 PONTIAC  
LAURENTIAN ..... \$2695.00  
Radio, AT, Deep Gold finish with matching interior.  
10% Dn. .... \$89/Month

1963 FORD  
300 ..... \$2295.00  
4-door sedan, ermine white with matching interior. 6-cyl., dual range. Auto., radio, new car warranty.  
10% Dn. .... \$79/Month

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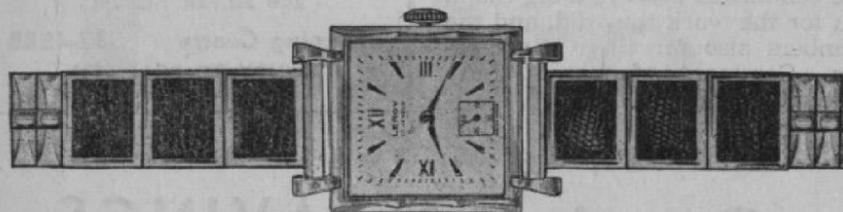


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