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DECEMBER, 1960

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# VOYAGE AIR

*An Airforce Newsmagazine*



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AN AIRFORCE NEWSMAGAZINE

VOL. 9, No. 12.

DECEMBER, 1960

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### Cover Story

Group Captain J. F. Mitchell, DFC, AFC, CD, CO RCAF Stn. Winnipeg (centre), welcomes A/V/M H. M. Carscallen, DFC, CD (left), new AOC of Training Command, while bidding farewell to A/V/M J. G. Bryans, CBE, CD., who commences his retirement after 31 years of service.

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## EDITORIAL CORNER

### Christmas — What a Wonderful Day

VOXAIR staff would like, through the medium of the editorial column, to pay our compliments to the new AOC, A/V/M Carscallen, and to Mrs. Carscallen, and extend Season's Greetings. We also take this last service opportunity of tendering Holiday Greetings and felicitations to A/V/M and Mrs. Bryans on retirement from the RCAF, and offer sincere wishes for continued good health and happiness.

A chap mentioned to us the other day that he thought it was wonderful how people seemed to change during the month of December. Maybe it's because the early Christmas promises that appear to be a bit more premature each year. Perhaps there is nothing wrong with this, if it inspires people to be more friendly and benevolent. However, it would

be much nicer to think that people are smitten with the true feeling of goodness because of what Christmas really means.

Many philosophers believe that smiles and "down-right friendliness" are highly contagious and could easily reach epidemic stages if allowed to develop without too much personal restraint. This seems quite believable as the Christmas Season is an excellent example of how the behaviour of the Homo sapiens can be influenced. The amicable feeling commences creeping up slowly. It doesn't advance in leaps and bounds but the tempo gradually increases until a crescendo is reached. Motorists seem more gentlemanly, pedestrians appear to be more gracious; spouses seem to be more understanding and children are extra courteous.

Then Christmas! A Day that is saturated with good wishes and pleasant thoughts. What other time in the year is there, when most people forget their own troubles and think of others. What a wonderful, glorious Day!



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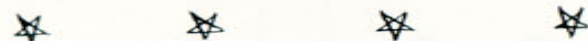


## Season's

ON this my first Christmas as your Air Officer Commanding, I warmly welcome the opportunity to offer to the personnel of Station Winnipeg, and especially to those of you who will be spending the festive season away from your homes and families, my heartiest personal greetings and good wishes for the coming year.

Each one of you can be proud of your work during 1960, and I have every confidence that you will continue to provide Training Command and the RCAF with your whole hearted support and co-operation in the New Year.

Air Vice Marshall H. M. Carscallen, DFC, CD  
Air Officer Commanding  
Training Command Headquarters.



SEASON'S greetings are extended to the staff and students of No. 2 Air Observer School and to all who are associated with the work of the school. We had a successful year and I wish to express my sincere appreciation to you for your interest and hard work and for the fine spirit of co-operation you have displayed. Furthermore, as I am departing from the unit early in the New Year, I also wish to include my thanks to those of you who assisted me in the extra curricular activities with which I have been associated over the past three years. It has been a pleasure of work with you.

I trust that the festive season and the year ahead will bring to all of you a sense of joy and fulfillment.

Wing Commander D. C. Evans, DFC, CD  
Officer Commanding  
No. 2 Air Observer School.



## Greetings

I WISH to extend best wishes for the holiday season to all personnel and their dependents at RCAF Station Winnipeg, and to all other readers of Voxair.

Once again during the year 1960, Station Winnipeg has continued to achieve noteworthy goals. The efficiency and pride with which the service and civilian personnel carry out their tasks is a source of satisfaction to all of us and particularly to myself. As Commanding Officer, I am proud of your efforts and know that I can count on your full support during the forthcoming New Year.

We live in an era of changing concepts and changing roles for our Air Force — an era that poses many challenges to our ingenuity and versatility. I am confident that we in Winnipeg as in the rest of the RCAF will continue to meet these challenges with loyalty, steadfastness and efficiency.

To each and everyone of you I wish a very Merry Christmas and may the New Year bring you prosperity and contentment.

Group Captain J. Mitchell, DFC, AFC, CD,  
Commanding Officer, RCAF Station Winnipeg



I TAKE great pleasure in extending my sincere best wishes for a happy Holiday Season to the staff and students of CNS and their families.

1960 has been a year of achievement and progress at CNS. Through our joint efforts, we have been able to achieve many of our goals while maintaining the high professional standards for which our school is noted. I am certain that in the coming year we will continue to fulfill our role with the same devotion to duty and unremitting effort which has prevailed in the past, and that we will reach even higher pinnacles of achievement and success.

Again — to all at CNS, a Merry Christmas and a Happy, Healthy, and Prosperous New Year.

Wing Commander K. R. Greenaway, C.D.,  
Officer Commanding,  
Central Navigation School.



Throughout 1960 Voxair has continued as a leader amongst service magazines. The year has been a generous one to members of the staff. Perhaps not in the monetary sense of the word but being associated with a publication such as Voxair is rewarding in itself as it provides opportunities for self expression, mutual fellowship and a feeling of achievement.

In going through Voxair morgue, (storeroom of back issues) it is indeed interesting to see the names of those who have worked with the Station magazine throughout the many years since inception. Like the "Ghosts of the past" in Charles Dicken's Christmas Carol, their personalities seem to be reflected in the old copies. The stories, photographs and editorials appear to have been carefully selected to stimulate general interest as well as effect improvement in the service way of life. We, the present staff, would like to "doff our hats" in a formal Christmas salute to all our predecessors of Voxair, wherever they may be!

To our readers and advertisers as well, we extend sincere wishes for holiday felicity; blessedness, bliss and good fortune.

WO1 J. W. Van Buskirk,  
Editor.



I WISH to extend my very best Season's Greetings to the staff of 111 Composite Unit and their families. I hope you all will be able to look back on a year of achievement and may our hopes and desires be fulfilled in the coming year. May I also express my heartfelt thanks for your support during the past year. Your efforts have helped the Unit achieve its aim of providing help to the many in distress.

With the expansion of our organization we have accomplished much and with further expansion in the coming year we will be expected to do even more. With your loyalty and able support I know we can meet and complete the task.

To all of you, a joyful Christmas and a peaceful and prosperous New Year.

S/L H. Galen,  
O.C., 111 KW.



Left to right — Albert Bayes, Sgt. Fred Murray and Scotty Montgomery.

## "Service-Stalwarts"

ANY people are perhaps not aware of the station security duties carried out by the Corps of Commissionaires. They are like many other services that you value very much but take for granted owing to familiarity through daily association. However, thousands of miles have been travelled over patrols on the station at an hour when most people are safely at home with their domestic problems. Corps members are also entrusted with the inspection of all vehicular and pedestrian traffic entering the station, and considering that over two thousand vehicles use the entrance daily, this is no mean task itself.

Perhaps a further tribute to the Corps and its members is found in the fact that some of the Commissionaires in England, where the Corps originated, have held their positions with the same employer over 40 years.

Many Commissionaires were young enough when the war broke out in 1939 to return to active service. Of these many were granted commissions and several were decorated for gallant conduct. The Honor Roll shows several hundred Commissionaires killed on active service.

Touching on early Canadian history of the Corps, it was in 1924 that the first Charter was granted to a group in Montreal which undertook the formation of a branch in that city, and also in Toronto and Vancouver.

Major General W. B. M. King, CMG, DSO, VD, Chairman of the Veteran's Assistance Commission, appointed to the Department of Pensions and National Health in 1937, attempted to supervise the formation of the Corps on a national basis. Major General King visited Winnipeg in that year and organized a representative group of citizens who were interested in the welfare of the returned man. Colonel John Gunn, CB, OBE, gave freely of his time and energy as Chairman of the Manitoba Division since that date. The first Adjutant was Major, later Group Captain A. J. S. Taunton, DSO. The first man to join the Corps in Winnipeg was the present very efficient Divisional Sergeant-Major H. S. Bennett. Today there are 376 Corps members employed in Greater Winnipeg. The Commandant of the Manitoba Division is Colonel E. A. Pridham, MBE, MC, ED.

Every sailor, soldier, or airman, discharged with an exemplary

character and still in reasonably good health, may apply to join the Corps and the applications of those still effected by disabilities are considered, as they may be able to perform light services. Every effort is made by the Corps to ensure that only the highest type of former service man is recruited. All ranks from private to major are serving in the Corps of Commissionaires, and the awards for meritorious service which they wear include the DSO, MC, DCM, MM, Mons Star, and French, Belgian and Russian decorations for valour. Reasonable discipline is insisted upon, and no man is retained in the Corps who is not content to abide by regulations.

Amongst the 17 members employed at Station Winnipeg are three who have been associated here for six years and over. These are Sgt. Fred Murray, NCO i/c, Comm. Albert Bayes, and Comm. Montgomery, who recently received his 15-year medal for service with the Corps.

We have not sufficient space to go into the full merits of the Commissionaires. It is only as a means of refreshing ourselves with the role that they play at Station Winnipeg that this article has been written. However, it is with a reminder that when we drive nonchalantly homeward at the end of the day that much of their serious work commences. It might appear mundane and commonplace. Perhaps to many it is, but to those who really see behind the scenes, their work is valuable and productive.

Throughout the quiet hours of the night they conduct their patrols about the station, ever alert for matters requiring attention in protecting Crown property. They have numerous opportunities of watching early dawn slowly blend itself into full daylight which perhaps is reminiscent of prior vigils kept at Ypres or the Somme, under different circumstances.

As ex-servicemen they are familiar with our problems and trained through experience to be helpful and take active part in our present day security programme. Their blue uniforms, bedecked with ribbons that generally attest

to more than one scrimmage in world conflict, represent men who gave to the Empire their youth, their energy and their ability,—sacrifice and even heroism marked their service.

These are the older boys! Not content to quit or take on another occupation divorced from the uniform. But fired with a militant spirit and the strong desire to remain closely associated with the service way of life as long as possible. Like Tennyson's "Ulysses," they want to wear out rather than to rust out!

## HOCKEY STARS OF THE FUTURE

By F/L R. H. CHILTON

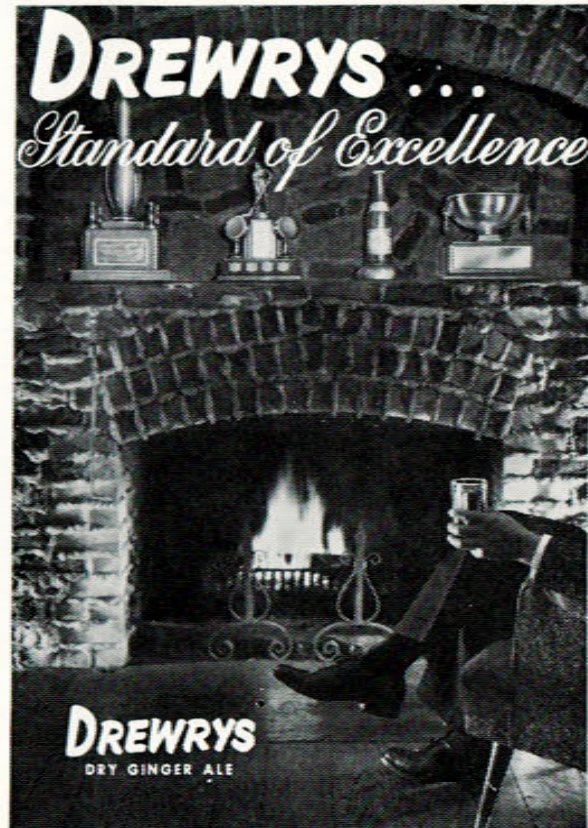
THE following is not written out of bitterness or discontent but mainly out of observation and experience. The story is true and only the forwards have been changed to rest the defencemen.

Once again it is hockey season and the parents are preparing for their tasks, while Junior is quite indifferent. You have convinced him of the aspects of being a hockey player—part of the team—the body-building mind—molding sport—the independence derived—the thrill of making a position on the team.

Comes Saturday, the alarm wakes you at six. You convince Junior that he should get out of bed while you gently admonish him for watching the late movie the night before. You rush the breakfast and leave the dishes in the sink while you help Junior put on his fifty dollar hockey outfit. Foregoing your coffee, you load him in the car with six or seven of his friends (some with skates on) and head for the rink. Into the dressing room you go and look for the coach. You stare right into his eyes and tell him that your boy is here to play, emphasizing the "to play."

Down on your knee you go to wrestle with the knots in the laces of Junior's skates. You put the skates on him while he wrestles with the friend nearby. Before you have come up for air you have succeeded in applying eight pairs of skates to kicking young feet, fitting goal pads, kneeling on a sharp skate, sitting on melted snow and losing your best gloves. Also you have now become the guardian of six watches, some sticky coins, a used wad of bubble gum and a

(Continued on page 28)



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# NAVIGATION SPECIALISTS

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THE RCAF Central Navigation School, situated at RCAF Station Winnipeg, is an institution with a proud tradition, an enviable record of achievement, and a vital role in today's modern air force. Formed during the Second World War, CNS was disbanded at the cessation of hostilities. However, the Specialist Wing of CNS remained to keep alive the tradition and purpose of CNS until the school was re-formed at Summer-side in 1951. Since then CNS has become the focal point of Observer training in the RCAF, and the only centre devoted exclusively to the advancement of the art of air navigation and related fields in Canada, if not in North America.

Today, CNS is a complex, professional smoothly functioning unit, commanded by Wing Commander Keith R. Greenway, an officer who has achieved international acclaim and recognition for his achievements in the art of air navigation. Wing Commander Greenway is ably assisted in his task by S/L H. V. "Hank" Firneisz, the chief of Observer Standards, and S/L J. J. "Jake" Thurmier, the Chief Instructor.

The school is organized into three departments, namely: Observer Standards, Training, and Test and Evaluation. Each department is charged with a specific function, but the efforts of each are carefully channeled towards the common goal of fulfilling the complex role of CNS. This role may be defined as follows:

- To conduct advanced Observer and specialist Aircrew training for the RCAF.
- To ensure that Observer training in Training Command is at a high level.
- To prepare and maintain Observer training syllabi, publications, and examinations.
- To evaluate Observer techniques and equipment.
- To keep abreast of the latest developments in equipment and procedures related to guidance and control systems, airborne communications, and interception techniques.
- To make recommendations concerning aircrew practices and techniques for all types of flying in the RCAF.
- The most important aspect of the CNS role is Specialist and Post-

Graduate training. The Specialist Navigation (SpecN) Course is the most advanced course offered at the school, and is one of the most advanced of its kind in the world. The course is 40 weeks in duration, and consists of an intensive academic and flying syllabus combined with tours of operational commands, research and development establishments, and industrial plants in Canada, the United Kingdom and the United States. There is also a 10-day Arctic exercise, and many special projects, guest lectures and staff duties.

SpecN graduates are qualified for senior staff positions in the RCAF, as well as for exchange positions of a similar nature with the RAF and USAF.

The other courses offered at CNS are the "Staff Observer Courses," which have the common aim of training experienced Observers for junior staff positions at Squadron, CHQ and AFHQ levels, and as instructors for the Air Observer School and Operational Training Units.

These courses are 17 weeks in duration. Their syllabi are de-

(Continued from page 18)

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### VOXAIR VIXEN

FOR OUR CHRISTMAS VIXEN we have a comparatively new Canadian, Anita Sinyard, of Toulon, France.

Anita came to Canada three years ago and now resides in St. James.

If Anita typifies "La femme française" — this picture should explain the reason so many RCAF personnel return from duty in France as married men.

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# WINNIPEG

**W/C C. J. EVANS CD**

**S**TREAKING through the night sky over German-occupied France, the Canadian "Mosquito" crew peered down into the darkness—ever watchful for the tell tale flash that would indicate the launching, and subsequent exhaust flame of the fearsome flying bomb.

One such pilot was our own CTSO, W/C Evans.

"On sighting the bomb," said John, "we would go into a steep intercept dive—the dive built up the aircraft's speed—then we would attempt to level off close in behind and let go a few bursts to destroy it."

"The touchiest part of the whole operation was when the chase crossed the channel into the range of the British anti-aircraft guns where all hell broke loose. The 'flak' had no special respect for our aircraft. Sometimes while in hot pursuit of a bomb, we would forget our rapidly changing position until the area was lit up by searchlights and the shell bursts began to dot the sky. We'd sure get out of there in a hurry," laughed John.

During one such chase, W/C Evans got in a little too close and managed to have an engine struck by debris off the disintegrating missile. Luck was with him though and he managed to make base on the one remaining engine—though,

it too, was badly overheating due to severed coolant lines

While on operations with No. 418 squadron, W/C Evans was credited with the destruction of eight bombs and two and one half enemy aircraft. The "half" is computed when two aircraft are responsible for downing the enemy—they then are credited with one "half" each.

Born in Hamilton, Ontario, John remained there throughout his school years, graduating from Central Collegiate in 1937 with a senior matriculation. He then served two years as a druggist's apprentice and in June 1940, he enlisted with the RCAF.

His flying training was carried out at No. 1 ITS Regina, the Hamilton Flying Club, and No. 5 SFTS at Brantford. He did short instructional tours at No. 3 SFTS Calgary, and No. 16 SFTS Hagersville. The OTU at Greenwood was the preparatory stage for his operational duties overseas.

Following this overseas tour of ops, W/C Evans was repatriated to the Mosquito OTU at Debart, N.S. where in September '45 he obtained his release in order to attend the University of Toronto. He graduated with a BASc in Aeronautical Engineering in 1950.

While at the university, John re-enlisted with the RCAF Univer-

sity Squadron and during the summer recesses he was employed at airforce research centres at Rockcliffe, Toronto, and the Aeronautical Engineering School at Camp Borden.

On completion of his university training, W/C Evans was first sent to the Air Transport Command Headquarters at Rockcliffe. This short tour was merely a briefing stage preparation for his appointment at EO of 435(T) Squadron, Edmonton.

In October '52, W/C Evans assumed the position as Project Engineer of the CEPE Climatic Detachment at Cold Lake where extensive cold weather tests of the CF100 and C119 were carried out. The next year he took over as Chief Project Engineer of this detachment.

Two years later, in January '54, John was transferred to the Royal Military College of Canada to take up duties as Associate Professor in the Mechanical Engineering department. It was with this department that the Wing Command was responsible both in designing and supervising the construction of a wind tunnel for the study and teaching of aerodynamics to service officers.

Pilot to Professor—certainly a  
(Continued on page 30)

# PERSONALITIES

**SGT. N. H. IRVING CD**



**I**NSOFAR as this NCO is concerned, Manitoba and Saskatchewan are merely the approaches to the real west—Alberta!

Born in Beverly, "Norm" attended high and technical school in nearby Edmonton. He specialized in automotive mechanics, a course which was instrumental in his joining the airforce in 1941 as an AE Technician. On completion of Manning Depot at Brandon and because of his trade training he was sent direct to No. 7 SFTS at McLeod, Alberta where the tireless Anson put "Norm's" mechanical ability to the supreme test.

An interesting point to mention here and one that must surely be unique, if not a record.

In close to 20 years service in the RCAF, Sgt. Irving has had only one instructional course and that was only last summer, when he attended the senior NCO's SSTS course at Borden. Definite proof of this man's ability to keep pace in the ever changing and highly specialized field of aero engine mechanics.

From No. 7 SFTS "Norm" went with No. 11 BR Squadron based at Dartmouth, Nova Scotia. He worked on the famed "Libs" there, until the spring of '45 when he was again transferred. This time to Pat Bay, British Columbia

where the coastal squadron there was being bolstered for an all out effort against the Japanese forces spreading through the Pacific.

Of course the atomic bomb brought about the early surrender of the Japanese and found "Norm" back at the old stamping grounds in Edmonton to pick up those much dreamt of discharge papers.

After one year on civvy street where he was employed by the Dominion Tire & Chemical Company in Edmonton, "Norm" re-enlisted as an LAC with full outright grouping.

On re-engagement, Sergeant Irving was posted to the "WEE" flight (Winter Experimental Establishment) situated on the outskirts of Edmonton. This unit has since been redesignated as a CEPE detachment.

During the five years "Norm" spent at this unit he gained much knowledge and experience in the servicing and repair of a great variety of aircraft. The job also involved interesting TD trips to Whitehorse, Watson Lake, Churchill, and points along the west coast.

Next came Claresholm, Alberta. This in the Sgt's own words was—"my favourite station." Arriving there in August '51 with the first group that moved in to re-open this "war time" field, Sgt. Irving

started from scratch to prepare the unit for the influx of Nato trainees that would soon flood the station. While stationed at Claresholm, "Norm" attained the rank of Corporal. A short three years later he received his Sergeant "hooks." Promotions indicative of the organizing ability of this NCO.

About Claresholm, "Norm" had this to say:

"To open a station like that and help iron out the kinks to finally produce a neat and efficient unit gives one a real sense of accomplishment and a definite feeling of 'belonging.'

"When my transfer to Winnipeg came through in January '55, I really hated to leave and yet knew that this was inevitable. There is a definite pride established in the formation and building of a new unit—possibly a latent pioneer spirit or that inner feeling of achievement that comes from within."

Since his arrival here, Sgt. Irving has worked in numbers 2 and 10 hangars and is presently employed in No. 16 hangar as NCO i/c of a repair crew responsible for the inspection and maintenance routines on our Dak's Mitchells and Expeditors.

(Continued on page 32)



# Air-Vice-Marshal Bryans Retires



LAC Yves Raymond, A/V/M Bryans' driver for the past year, presents the retiring AOC with his personal miniature pennant, during the hand-over parade.



DURING THE MESS DINNER—W/C G. Buxton, CO of the University of Ottawa Squadron, presented A/V/M Bryans with a set of 17 crested goblets on behalf of the university squadrons. Admiring the gift, are from the left, A/M Hugh Campbell, Chief of the Air Staff; A/V/M Bryans; W/C Buxton, and A/C M. P. Martyn, Chief Staff Officer at TCHQ.

## Brilliant Service Career comes to an end after 31 years

A/V/M John Bryans, AOC of Training Command for the past five years, retired from the RCAF on Nov. 30th at a colourful ceremonial parade held at Station Winnipeg. During the ceremony, he turned over his command to the new AOC, A/V/M Henry Carscallen, and ended a career which began in 1929.

Three hundred and fifty service personnel from TCHQ and Station Winnipeg, the Station Guard of Honour, and the Training Command Band combined in a traditional and moving farewell for A/V/M Bryans.

The special parade was trained by F/L Jack Chalmers and attended by senior area commanders of the RCN, Canadian Army and the RCMP. It concluded month-long ceremonies and social functions including, in Winnipeg, a formal ball, a reception for the unit commanders of Training Command, and a mess dinner attended by the CAS.

Following a vacation in Europe, A/V/M and Mrs. Bryans will make their home in Ottawa. Their daughter Mary, now attending the University of Manitoba, will complete her school year before joining her parents.



A/V/M and Mrs. Bryans pause before cutting the beautifully decorated cake.

Air Vice Marshal J. G. Bryans was born at Kenora, Ont., in 1906 and is a graduate of the University of Saskatchewan in mechanical engineering. He joined the RCAF in June 1929, and after training as a pilot, held appointments at various RCAF stations and at AFHQ before the outbreak of the war.

After completing a tour of duty in Washington, D.C., as Air Member of the Canadian Joint Staff, he returned to Canada in 1942 to become Commanding Officer of RCAF Station Rockcliffe, Ont. From 1943 to 1945 he served in the U.K. as a station commander in No. 6 RCAF Bomber Group, and later as a staff officer at the Group Headquarters. In 1946 he was appointed a Commander of the Most Excellent Order of the British Empire for distinguished service both overseas and in Canada.

Returning to Canada, A/V/M Bryans served at AFHQ as Deputy Air Member for Technical Services for four years, and then returned to the U.K. to attend the Imperial Defence College. On completion of the course he was assigned to a senior staff position at AFHQ.

In 1951, he was appointed Group Commander, 14 Training Group, with headquarters at Winnipeg, a position he held until 1955, when he assumed the duties of Air Officer

Commanding, Training Command.

### Air Vice Marshal Henry M. Carscallen, DFC, CD

Born in Hamilton in 1908, A/V/M Carscallen is a graduate of the Royal Military College and Queen's University, where he obtained a B.Sc. degree. After joining the RCAF in 1932, he served with various east coast Bomber Reconnaissance Squadrons in Canada before being transferred overseas in 1942. There he carried out operations with No. 424 Heavy Bomber Squadron and was awarded the Distinguished Flying Cross for gallantry in action.

Returning to Canada in 1944, he was assigned command of RCAF Station Dartmouth, N.S., until attached to the USAF at Guam in the Pacific as an observer a year later.

Following the war A/V/M Carscallen served on the Canadian Joint Staff in Washington, D.C., as Senior Air Staff Officer, and later as Air Attache. He was transferred to AFHQ in 1947.

After a tour of duty with Northwest Air Command, he returned to AFHQ in 1950 as Chief of Air Operations. Completing the RCAF Staff College course approximately 3½ years later, A/V/M Carscallen

was appointed Air Officer Commanding Air Transport Command before being posted to Germany as Chief Staff Officer of the 4th Allied Tactical Air Force in Ramstein in 1956.

He relinquished this position in order to assume his new duties as Air Officer Commanding, Training Command.

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# Christmas at R.C.A.F. Winnipeg, 1960 in the Our Lady of the Airways Chapel

By S/L F. A. FREDRICKSON,  
R.C. Chaplain

"GLORY to the God in the Highest  
and on earth peace . . ."—St.  
Luke 2:14.

Soon Christmas will be here; already the word has been repeated many times on the radio, written many times in the newspapers and advertised in all the stores.

Elaborate arrangements will be made to greet friends and relatives with "Merry Christmas." Many hours will be spent in organizing Christmas

parties in what may be described as the most pleasant and in some cases the most pagan way. For this purpose, expensive projects have to be completed by Christmas; much money will have to be spent.

What will be done to greet Christ on earth? How much will be spent for the glory of God? How many hours will be spent to commemorate the festival of his birth? What has to be done before the distinctively Christian Christmas comes? Are we giving glory to God?



"On earth, peace." There was a first war; many gave their lives, we remember them; we observed the first Armistice Day and there was to be enduring peace. The nations gathered and discussed. They forgot to include God; the people felt secure; they were promised peace and so they did not need God.

There was a second war; more gave their lives. We remember then; we observed the conclusion of World War II and we were more certain than before of a definite peace. People at last felt really secure. The nations gathered and discussed again. They did not want to recognize God, to mention His name, to display His sign, the Sign of the Cross.

They did not want to hurt the feeling of some of our godless allies who denied Him. After all, what need did they have of Him? They were to have peace forever. We, like they, lived, played, danced, drank; We were happy.

Will a third war come? Are we ready to give our lives? Not the lives of others but our own—yours, mine. Will me be celebrating a third Remembrance Day? Will we have a permanent peace? Can we secure it, alone, now? Is the world worthy of more sacrifices? Are the supreme sacrifices of countless thousands to be in vain? Shall we be intelligent enough to apply the lessons of experience? When will we realize that it is not enough to have more soldiers, more arms, more allies, more

(Continued on page 32)

# "Hey You've Switched Off Jesus!"

By S/L P. D. Ross, Protestant Chaplain

WHEN Laurence Housman was preparing his nativity play, "Bethlehem," for a two-week run in London, the British censor insisted that the Virgin Mary should not speak and the Child Jesus should not appear.



To overcome the absence of the Christ Child, the electrician installed an electric light in the manger, its diffused light suggesting the presence of the Child.

One of the major scenes towards the end of the play involved the switching out of all stage lights with the exception of the light in the manger representing the Child. However, one evening, a confused stagehand switched off all lights for this particular scene, including the manger light, leaving the stage pitch dark.

Through the house an agonized whisper from the stage manager cut through the stillness and the gloom, "Hey! You've switched off Jesus."

The abiding fact of Christmas is simply this:—we can't switch off Jesus. God is ever in the midst of men in the person of the Risen Christ to help and to redeem and to renew. This is why one of the Christ's names is "Emmanuel," which means "God with us."

Your Chaplain and your Chapel Committee, in Christ's name, wish you and yours all the joys of Christmas.

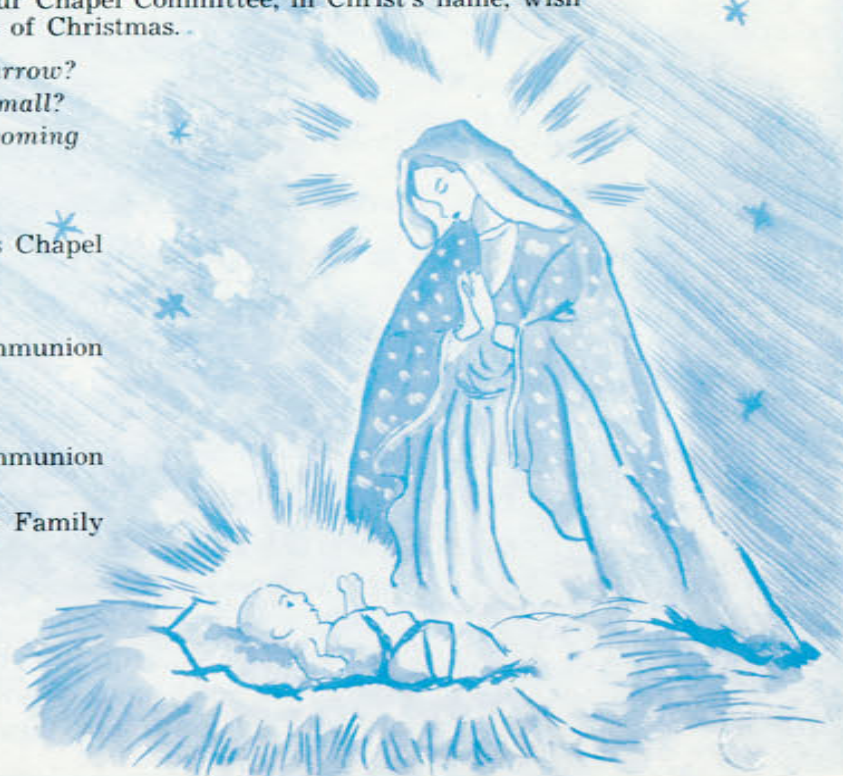
*What if your yard be narrow?  
What if your house be small?  
There is a guest whose coming  
Will glorify it all.*

Come to your Christmas Chapel Services:

Christmas Eve—  
11:15 p.m.—Carol Communion Service—United.

Christmas Day—  
9:00 a.m.—Holy Communion—Anglican.

11:00 a.m.—Christmas Family Service.



## NAVIGATION SPECIALISTS

(Continued from page 9)  
signed to review previous knowledge, and to up-grade knowledge of each student's Observer specialty. Graduates of the Staff Observer courses are considered to be highly qualified in all aspects of their trade, and well informed on allied subjects such as mathematics, aerodynamics, and meteorology.

Another important task at CNS is that of setting and maintaining the highest possible standards of instruction for Observers in Training Command, preparing and main-

taining Observer syllabi and reference material, setting examinations for all Observers at AOS and CNS, (with the exception of the SpecN course), and keeping the RCAF as a whole informed on latest developments in Observer training both at home and abroad. This task is assigned to the Observer Standards Section, which is composed of seven officers, all of whom are Staff Observer course graduates, and four of whom are also SpecN graduates. This group of specialists is always on the alert for new developments in training, for changing needs within the Ob-

server trades, syllabus problems, and a host of other developments which may affect the Observer field. In this way, Observer Standards ensures that the RCAF Observer trades are at all times equal to the demands imposed upon them by the complexity and rapid progress of modern aviation.

In addition to its training responsibilities, CNS also has the task of conducting tests, evaluations and research into various aspects of air navigation, electronics and allied fields. This is a commitment which calls for a great deal of effort on  
(Continued on page 23)

## The Two Holiday Spirits

The first holiday spirit is the spirit of fun,  
and friendship with the family.

It leads to lasting satisfaction and the beginning  
of a good new year.

The second holiday spirit commences with a bottle.

This may lead to:

- the absence of loved ones from family gatherings
- bad temper, illness and shameful indiscretions
- and sometimes to costly accidents and even death.

Which holiday spirit will you choose?

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# CHEAPER AIR TRAVEL On Commonwealth Routes

By BASIL SMALLPEICE

Managing Director of British Overseas Airways Corporation

NO INDUSTRY in the world strives harder than civil aviation to achieve new heights of technical excellence to maintain and strengthen its competitive position. It has always been the policy of the British Overseas Airways Corporation to give to passengers, in terms of lower fares, the economic benefits which these technical advances bring. Indeed, in the past few months, there have been two major developments in the constant effort to reduce fares.

First, in April of this year, the United Kingdom Government authorized B.O.A.C. to offer new cheap fares on the routes between the U.K. and Britain's territories overseas. These fares come into effect on October 1 and from that date there will be three levels of service on these routes—first class, economy, and coach class or sky-coach class, depending on the route.

#### MANY REDUCTIONS

Current tourist fares on the routes between Britain, Hongkong, Singapore, East Africa, the Federation of Rhodesia and Nyasaland, Aden, Bermuda, the Bahamas, the Federation of The West Indies, British Guiana and British Honduras, will be cut from 10 to 16 per cent. On these economy flights the present standards of tourist cabin service will apply.

The coach or sky-coach class flights will offer reductions of up to 30 per cent and will operate at a limited frequency to the British Caribbean, Bermuda, the Bahamas, British points in East and Central Africa, Singapore and Hongkong. Coach or sky-coach class flights will operate to the same high standards as those of all B.O.A.C. services. The fares, however, will not include meals. Soft drinks and hot beverages will be provided free and passengers will be able to buy light packaged meals on board. The fares will be available only

to residents of the United Kingdom and of Britain's territories overseas, and only for journeys entirely between these territories.

Some examples of the cheap return fares (with the existing tourist fares shown in brackets) illustrate what the new cuts will mean:

Between Britain and: Nairobi, £165.12 shillings (£234); Salisbury, £185.8 shillings (£264.12 shillings); Singapore, £273.12 shillings (£363.12 shillings); Hongkong, £311.8 shillings (£415.16 shillings); Bermuda, £153 (£218.13 shillings); and Nassau, £162 (£231.10 shillings).

#### INCLUSIVE TOURS

In addition to the cheap fares, inclusive tours, which will have a strong appeal to holidaymakers, will be offered to many of these overseas points. Separate and even cheaper fares will be offered also to students travelling between their schools and their homes from December to April, representing a 44 per cent reduction on the full fare. The present student rebate is

25 per cent. This improved facility should be valuable to parents overseas whose sons or daughters are at school or university in the United Kingdom.

The second development concerns routes between Britain and points outside her overseas territories on which fares are recommended, for the approval of the governments concerned, at meeting of the International Air Transport Association, representing airlines of the world.

At the meeting in Paris last March it was announced that the airlines had agreed to new cheaper fares to almost every part of the globe. Their agreement was based on three main principles: first, that there should be only two levels of service, first class and economy class (called Tourist class on the South Atlantic and Pacific); second, that most economy class fares should be reduced; and, third, that there should be a differential between passengers travelling in high-speed jet airliners and pas-

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Polo Park Branch, Winnipeg ..... G. C. Delgaty, Manager

sengers flying in propeller-driven types.

#### JETS AND PROPELLERS

On the North Atlantic routes, the differential takes the form of fare reductions for passengers in propeller-driven aircraft. On routes to the East and South of London, the differential is in the amount of space provided for the passengers in the two types of airliner.

Thus, for example, this summer it will be possible to fly in a B.O.A.C. Britannia for about 12½ per cent less than in a jet airliner on the same North Atlantic journey. B.O.A.C.'s Britannias are powered by propeller-turbine engines, they offer smooth and fast travel at a lower cost than a flight in a pure jet.

This international agreement has made possible special low excursion fares, available in the winter months, between Britain and North America and Britain and the Union of South Africa. Passengers in propeller aircraft will be able to save from £40 to £45 on the present cheapest return fares between London and Montreal and New York. Available for 17 days, the return excursion fare to Montreal will be £106.16 shillings and to New York £114.6 shillings—the lowest round-trip fares ever offered over the North Atlantic. The excursion fare between Britain and the Union of South Africa, valid for 90 days, shows a saving over current tourist fares of £43.12 shillings.

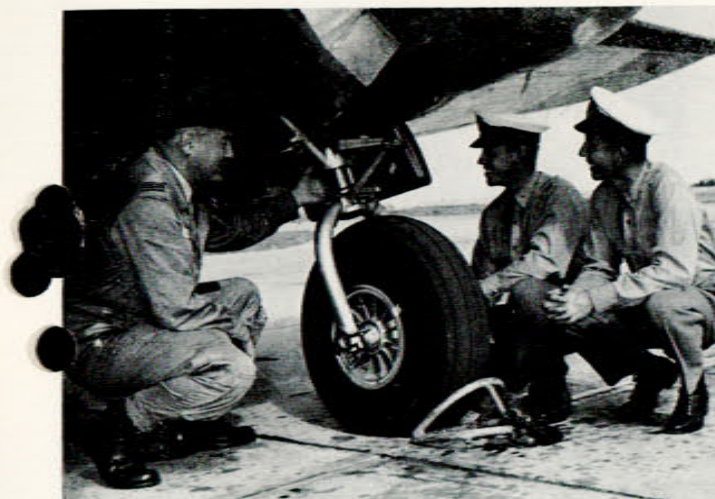
Between Britain and points in Africa, the Far East and Australia, the new economy fares will represent reductions of up to 10 per cent on present tourist fares and they will be available from October 1. On all these services the existing standard of tourist cabin and meal service will continue.

By way of example, the single economy fare between London and Rangoon will be £179 against the present tourist fare of £196. To Tokyo the fare will be £242 compared with £257, and to Accra it will be £98 against £104.

The President of I.A.T.A., Sir William Hildrod, once said that fares are like the wall of a dam—the more it is lowered the greater the amount of water that will flow across it. B.O.A.C. can confidently claim to have taken a leading part in lowering that wall, to the great benefit of a vast number of people in the countries of the Commonwealth.

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NAVAL PILOTS GRADUATE—Two RCN "Venture" students carry out a pre-flight check with their instructor before an advanced training flight at RCAF Station Saskatoon. The cadets, who received their pilots' wings recently, were among the first 14 "Venture" students to receive RCAF training. Left to right are: Instructor Flt. Lt. J. A. Sefton; Sub-Lt. K. A. (Ken) Eliason, Kimberley, B.C., and Sub-Lt. L. A. (Larry) Ashley, Simcoe, Ont.



NAVAL PILOTS GRADUATE—Three RCN "Venture" cadets discuss results of a training flight with their instructor at RCAF Station Saskatoon. The cadets, who received their pilots' wings recently, were among the first 14 "Venture" students to receive RCAF training. Left to right are: Sub-Lt. L. A. (Larry) Ashley, Simcoe, Ont.; Sub-Lt. C. A. (Bill) Vallee, Montreal; instructor Flt. Lt. J. A. Sefton; and Lt. J. R. (John) Lusher, Toronto.

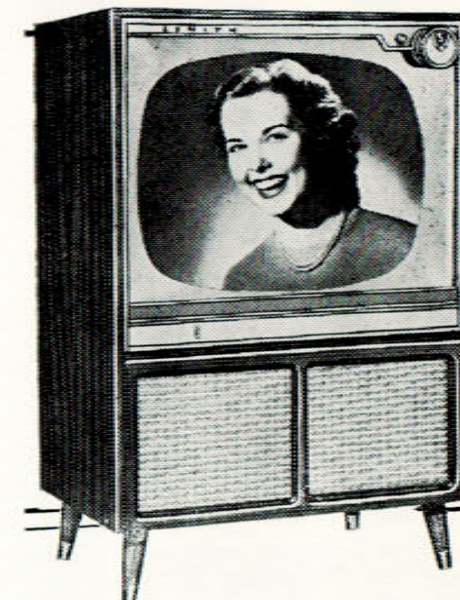
The first RCAF-trained course of Royal Canadian Navy "Venture" cadets received their pilots' wings from Commodore J. V. Brock, Assistant Chief of Naval Staff, in a recent graduation ceremony at RCAF Station Saskatoon.

Previously, the Venture cadets received their flight training with the United States Navy.

The course of 20 student pilots was made up of 14 Venture cadets, five other naval students and one RCAF trainee. Appropriately, the honor student was Pilot Officer Paul A. Phillips of Victoria, an Auxiliary pilot sponsored by 406 "City of Saskatoon" Squadron.

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The Red Cross will hold a Blood Donor Clinic at RCAF Station Winnipeg on January 4th and 5th.

The clinic will operate from 0900-1130 in the morning and from 1300 to 1600 hrs. in the afternoon.

The clinic will be held in room 17 on the third floor of 16 Hangar. All station personnel, both service and civilian and their dependents are urged to support this clinic.

This Blood is urgently required to maintain the Winnipeg Blood Bank at the required amount—to meet any emergency.



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evening

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# TV TALK

## NAVIGATION SPECIALISTS

(Continued from page 18)

the part of the staff of the school. Hard working "project teams," composed of specialists drawn from all sections, delve into the intricacies of projects which range from Flight Testing of Inertial Guidance Systems, to studies on the Uses of Navigational Earth Satellites, or the design of an All Weather Helicopter Navigation System. Through these projects, the CNS teams find themselves deeply involved in the fascinating task of challenging and conquering the problems of aviation in an era where man is reaching for the outer boundaries of space itself. Their inspiration comes from the distinct possibility that their findings could well help to achieve this feat!

This then, is CNS. A complex, yet unpretentious organization, manned by hard-working, intelligent men who, through their professional outlook towards their work, and their substantial achievements, prove again and again that they are worthy of the CNS motto: "Leadership Through Science."



RED SKELTON AND "FRIEND"

Red Skelton, seen as himself, left, and as Freddie the Freeloader, right, is seen each Tuesday night on CBC-TV. Freddie is just one of the characters Skelton has developed to add comedy to his weekly show. Red will be seen in an hour-long show, The Red Skelton Special, on Wednesday, Nov. 30, during which he will present many of his characterizations and introduce guests, including Dinah Shore, Jack Paar and Mickey Rooney.



SYLVIA MURPHY SINGS ON  
THE JACK KANE SHOW

Vocalist Sylvia Murphy is heard regularly on CBC-TV's The Jack Kane Show, Monday nights. The blonde singer was named best female vocalist in Canada in the 1959 Liberty Awards. She is married to Charles Templeton, moderator of Live A Borrowed Life. This is Sylvia's fourth season with Jack Kane and his Music Makers orchestra.



APPOINTED LIEUTENANT-GOVERNOR'S AIDE

Squadron Leader D. L. Mackenzie, C.D., of Edmonton, has been appointed R.C.A.F. aide to the Lieutenant-Governor of Manitoba, Hon. Errick F. Willis. Son of the late Mr. and Mrs. Angus B. Mackenzie, he was educated at Eastwood High School and McTavish Business College. A former employee of the Imperial Bank in Edmonton, S/L Mackenzie is an accountant officer at RCAF Training Command Headquarters, Winnipeg.

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THE AIRPORT

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THE GIMLI

And in Portage  
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# NEWS IN PICTURES



**1960  
ARMED FORCES  
DRIVING  
CHAMPIONS**



F/L Hugh Christmas, Protestant Padre at RCAF Winnipeg, baptizes twin daughters of Sgt. and Mrs. McArter. These were the first twins to be baptized in the Protestant chapel.

RCAF WINNERS IN DRIVING CONTEST—Winnipeg in the Armed Forces division of the National Driving Contest held in Toronto, November 19, 1960. Shown with Miss Joan Emard, RCAF Station, Winnipeg, are Corporal E. R. Hannay, Winnipeg; Corporal Frank Fast from Leamington, Ont.; and Leading Aircraftman J. V. Fitzgerald, Richmond, P.E.I. An annual event intended to reduce vehicle accidents by promoting safe and skilled driving, the contest brought the most skillful of accident free drivers in the armed forces to compete in the national championship road race.



## UK Secretary of Air Visits-RCAF Winnipeg

MR. W. J. TAYLOR, MP, Parliamentary Under-Secretary of State for Air Ministry, London, England, arrived at RCAF Station Winnipeg on Wednesday, 16 Nov.

During his stay at Station Winnipeg Mr. Taylor visited Training Command Headquarters, the Air Observer School, and Central Navigation School. He flew to Toronto on Thursday morning.

Mr. Taylor was in Canada to attend the bi-annual meeting of the Air Cadet League of Canada in Ottawa on November 21st and to tour RCAF installations. He remained in Canada for approximately two weeks.

Mr. Taylor has twice visited Canada since the war in connection with the cadet exchange visit scheme, and has been elected an honorary life member of the Air Cadet League there.

Since the inauguration of the scheme in 1947, more than 2,000 cadets of the Air Training Corps, the Air Cadet League of Canada and (since 1949) the American Civil Air Patrol, have exchanged visits. The scheme has expanded recently and now includes exchange visits between air cadets of these countries and their counterparts in a number of European countries.

Air Training has long been one

of Mr. Taylor's major interests. He was one of those primarily responsible for the formation of the ATC in 1941, and was the main architect of the annual exchange visit scheme. Serving on the Air Ministry's ATC Consultative Committee from 1945 to 1950, he was later on the ATC Council and chairman of the ATC Central Council of Welfare. He was founder-chairman in 1939 of the Barnsley and District Air Cadet Corps, of which he is now president. From 1941 to 1954 he was chairman of the Barnsley and District ATC Committee, and from 1940 to 1946 Chairman of the Yorkshire ATC Association. In 1955 he was appointed chairman of the Taylor Committee, set up to review the whole ATC structure and recommended improvements for the Corps.

The ATC was founded in 1941 as successor to the Air Defence Cadet Corps Association, and its initial 200 squadrons grew during the war to some 2,000. Its peak wartime strength was 210,000. Over 500,000 boys passed through the ATC by V-J Day, many to fly or to fill other vital posts in the RAF.

In the Government changes which followed the 1959 general election Mr. William Taylor left the Ministry of Supply, where since January 1957, he had been Parliamentary Secretary, and be-

came Under-Secretary of State for Air.

Mr. Taylor was awarded the OBE in 1943 for services to the Air Ministry, and was promoted CBE in 1951.

Mr. Taylor has been since 1950 Conservative and National Liberal Member of Parliament for the Yorkshire constituency of Bradford, North. Born on 23rd October, 1902, he was educated at Archbishop Holgate's Grammar School, Barnsley, Yorkshire, and at Sheffield University.

He is a building and civil engineering contractor by profession. On leaving the University he joined his family firm of William Johnson & Sons (Contractors) Ltd., and at the aged of 25 became chairman and managing director.

Mr. Taylor is an authority on town planning. As a contractor he has been responsible for the construction of many large buildings and public works undertakings in South Yorkshire. He is a Fellow and Member of the Council of the Institute of Builders, and before joining the Government was director of various engineering companies and a member of Lloyd's.

During the second world war he served with the Home Guard and later as a Major in the Territorial Army Reserve of Officers.

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## VAN'S VERBILITY

By WOI J. W. VAN BUSKIRK

I THINK that it's marvelous to be aware of the Seven Wonders of the World. I just don't know how you can use this knowledge to good advantage unless you were asked sometime (it might happen once in a lifetime), then you could rhyme them off: Great Pyramid of Khufu, Hanging Gardens of Babylon, etc., etc. You would be so pleased with yourself. However, I do believe that it's a bit more practical to keep abreast of the price of beefsteak, or how to get your car started in the wintertime, the latter knowledge being just as mysterious and intriguing as the Colossus of Rhodes.

It is strange how we wander from the fundamentals of everyday living always in quest of knowledge or skill disassociated with our needs. I knew a chap once, in very humble circumstances, who spent all of his spare time daubing in oil paints, yet he carried the water for his house from a well several hundred yards away. I tried to point out to him that if he bored a well close to the house he would have more time for painting. But this seemed to be something that would interfere with his immediate plans so he continued in the old pattern. Many years later when I visited with him again, he had made considerable progress in his work and you could now discern between a horse and a cow, yet he carried the daily water requirement the same long distance. He had read considerable about painters and used as his inspiration a cheap print of Rembrandt's "Portrait of an Old Woman," obtained from a magazine many years back. All you had to do was mention any of the old 19th Century Masters: Caravaggio, Degas, Gouguin or Vincent van Gogh, and you not only got an invitation to stay for supper but had made a friend for life, as well. It certainly wouldn't have been prudent of course to mention the fact that most of them either ended up in bankruptcy or insanity because, like most people, he

only believed what he wanted to believe and had not gone quite that deep with his research. He didn't actually waste very much time on me because the only little gem that I knew was that Whistler's famous painting of his Mother hangs in the Louvre Museum in Paris.

It's the same old story every day! Many chaps can sit down with a crossword puzzle and regardless of the ridiculousness of the clues, complete it in jig time. Yet balancing a budget, or passing an elementary quiz test, they are hopelessly lost. I know because I am one of those fellows myself!

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## HOCKEY STARS

(Continued from page 8)

small dependent boy. Down you go below the kicking legs to hunt for Junior's hockey stick. You recognize it as it has the last two months' supply of adhesive tape.

You find, like last week, and the week before, that the game has been moved back one hour and, you are handed a shovel to help clean off the ice. Where are the other parents to help? They are still in bed. The coach knows them—so he informed them of the delay. You buy Junior a coke and a chocolate bar so he won't become bored while you clean the ice.

Now it is game time. Although you can hardly walk because of the bruises on your ankle you re-

ceived from a well aimed puck while cleaning the ice, you go to the dressing room to carry Junior out to the ice. Next you find a watching spot right near the coach so that you can assist him in making sure that Junior gets his turn on the ice and so that you can aid the coach by pointing out the faults in his strategy, especially after the play has been made.

The game is over. As far as you are concerned, Junior was a sensation. He fell down only five times and he would have stopped that break-away if his hat had not been over his eyes.

You carry him to the dressing room, remove his chewed gloves and begin to remove his skates while Junior eats his chocolate bar

and drinks the coke you have bought him so he will not get bored while you prepare him for the journey home. You drive him home with his seven friends and a stray dog, and arrive figuring you were lucky as you were slapped with a hockey stick twice only when the youngsters got out of the car.

A pencil and paper is brought out once you have removed Junior's equipment, and you prepare to go over the game on paper for Junior's sake. But, Junior is fast asleep or interested in the afternoon movie only. Do you not agree, that instead of picking an all-star hockey team this year at our rink, they should pick an all-star team of parents.

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# STATION AIRWOMEN BOOST MORALE

A VOLUNTARY physical fitness programme worthy of note, is the one in progress at RCAF Station Winnipeg. This deserves particular credit as it involves women service personnel from Training Command Headquarters as well as from the Station. Although the training programme only started in October of this year the results have been so satisfactory and the fellowship so appreciated, that instead of losing participants each week, it is gaining momentum.

One complete evening a week is dedicated to the training and over thirty girls are regular attendants.

The plan all came about as a result of discussions amongst the airwomen and speculation on what would happen if the RCAF adopted a compulsory fitness programme. A few careless boasts and dares brought about a "let's try it" attitude and much to everyone's surprise and personal satisfaction the first session proved quite popular. An organization was set up under the co-ordination of Cpl. Margaret Greer at Station Winnipeg, which quickly attracted many of the skeptics as well. A number of Training Command Headquarters women officers and airwomen joined the group from the start and their support also helped to keep the movement growing.

The syllabus being followed is quite comprehensive and provides exercises and sports for group participation. The services of Rec Spec instructors were obtained so the proper application to each sport could be taught and physical education developed at the same time. Airwomen who had never played badminton or volley-ball before quickly discovered the many benefits as well as the fun attached to these games. Non-swimmers found themselves delighted with the opportunity of obtaining aquatic knowledge from members of their own group.

The girls join in each event regardless of previous experience. This group participation provides more frolic and puts any athletic novices at ease. The exercise schedule being followed is the XBX. The evening commences at 1830 hours with a period of these systematic and approved calisthenics. On the completion of this portion of the



Volleyball being enthusiastically played by two spirited teams.



Airwomen engaged in one of the exercises of XBX Training.



training, they move into the games which include: bowling, badminton, volley-ball and swimming.

The physical part of the programme ends at 2200 hours and then the group proceeds to the Airwomen's Lounge for coffee and other light refreshments of their choice. A sing-song usually concludes the evening and gathered around the piano their voices blend in the harmony so compatible with service companionship.

Airwomen claim that the training is very interesting as well as stimulating. The aches and pains that resulted from the first evening "work out" quickly disappeared as the training advanced. Suppleness and muscular co-ordination is quickly taking shape and a few, (much to their admitted satisfaction), are even losing a few pounds.

So when strangers visit Station Winnipeg and get the feeling that the airwomen step a bit more sprightly, eyes glint a bit more impishly, and morale seems at a high level, they are right! However, they shouldn't attribute it to the climate or some geographical condition because we know different—physical fitness and mental happiness are closely related.



F/L Dorothy Pope plays the piano and by the smiles on the faces of the singers, everyone enjoys the sing-song period.

#### PERSONALITY

(Continued from page 12)

career to inspire today's enterprising service personnel to greater education and accomplishment.

In July 1958, W/C Evans took over as Chief Technical Services Officer of this station. As boss of the 'Technical Wing' he controls, through a force of approximately 20 officers, most of the airmen and civilian employees on the station; a huge equipment inventory plus the maintenance service for buildings, vehicles, heat, power, communications, roads, etc.

On a station of this size and the complexities of its operation the CTSO's responsibilities are both challenging and demanding of his time. In his own words:

"My main regret is that I'm tied to the desk!"

"What with all the personnel, administrative and office reports that are to be dealt with, and the numerous planning and committee meetings that I have to attend—there is little time for me to get out among the personnel employed in the different technical sections under my command."

"Flying a desk in the HQ's building is a very demanding job. The time available to get to know the NCO's and airmen in the hangars and other sections is just not enough. These people are the backbone of the unit. It bothers me considerably that I am unable to personally express a great pride in their work."

John still keeps his hand in the "flying" but, it too, must take second place to the pressing demands as CTSO.

In private life, Wing Commander Evans, like many of us, must adhere to the demands of his four young children. But when things quiet down a little he does manage to complete the odd woodworking project, or get in a little hunting. A favorite family affair during the summer months is the frequent camping excursions—preference being given the Kenora district.

In respect to his war time activities, W/C Evans received The King's Commendation for Service and was Mentioned in Despatches. A senior officer of whom we can be most proud.

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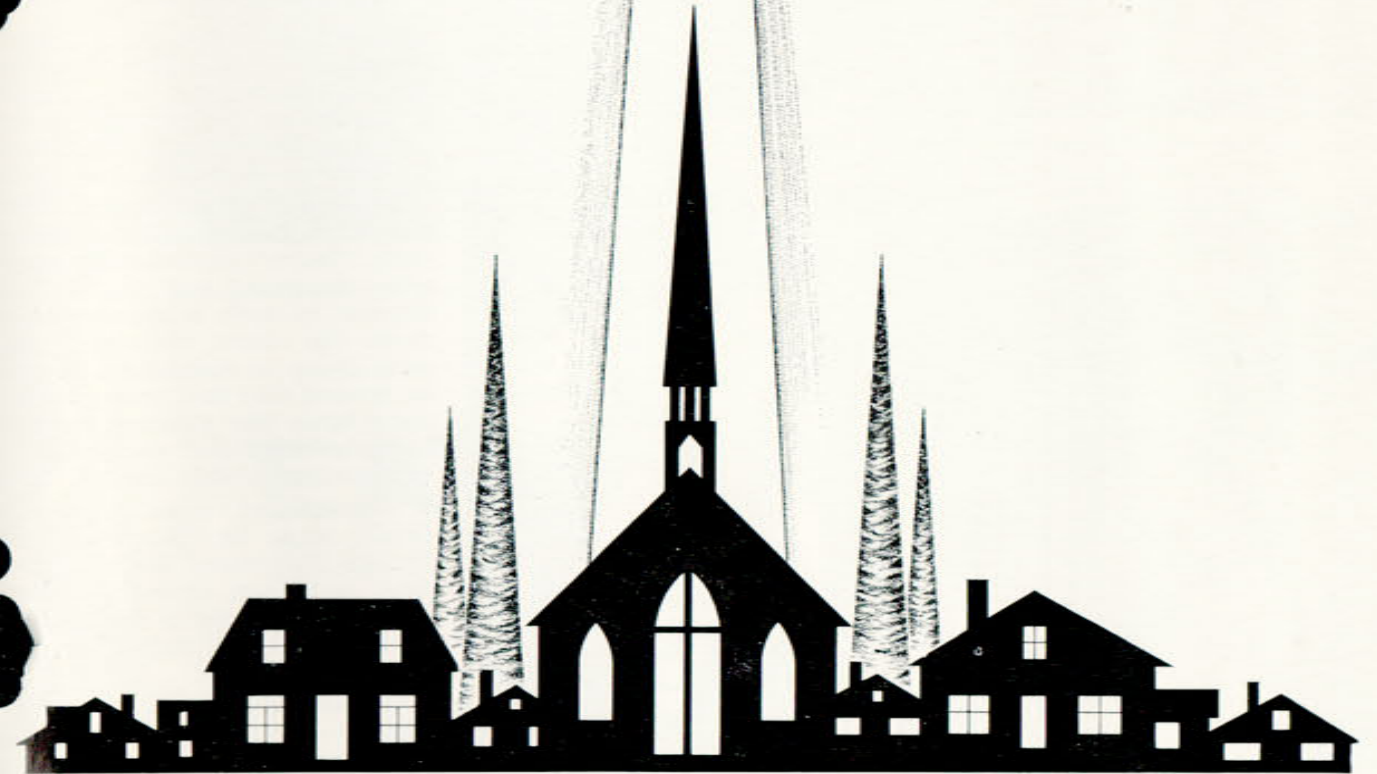
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## Airmen Hold Fall Formal



Airmen and wives enjoy an excellent dinner prior to the dancing.



Among the guests were, left to right, Mrs. F. Baily, Mrs. J. Oliver, F/L F. Baily and F/L J. Oliver.



To make the evening complete, LAC Anderson and bride attended the Ball, shown here with the CO and his wife and the PMC and his wife.

### CHRISTMAS

(Continued from page 16)

power? When will God find His place in our worries, in our United Nations, in our societies, in our Armed Forces, in our hearts? When will we realize that the one who does not recognize God is a traitor in our midst? The one who shows us in the back? When will we realize that the power of God is greater than all the armies in the world?

It is up to us, every one of us, of all ranks at every level of society. It is up to us to see that particularly at Christmas and for that matter, at all times, we first give glory to God. On this condition, and on this condition alone, shall we have peace, not a man made peace that cannot last, but a divine peace that will endure forever.

Lift up your heads and your hearts; put your trust where it always should be, in the only One that has the power to keep the promises He made.

### PERSONALITY

(Continued from page 13)

A definite craftsman, "Norm" enjoys woodworking as a hobby. Proof of this may be seen in some very excellent custom built furniture artfully arranged throughout his home at 38 Bourkewood Place.

An equally proud project is the trailer. Purchased in an unfinished state, "Norm" immediately set to work designing and finishing the interior in such a manner as to make the most elaborate types seem cheap in comparison. We can be assured that the "Irving family" enjoy some very pleasant and comfortable week-end excursions in this modern mobile home.

When asked about a spot to finally settle in, "Norm" replied, "I like Vancouver Island a great deal, but then again, I know a number of people in the southern part of Alberta and after that's home!"

One would travel a long way to meet a more friendly couple than Norm and his wife, Marion. Along with their three children the Irvings are a fully participating and most welcome part of our community.

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