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AUGUST, 1960

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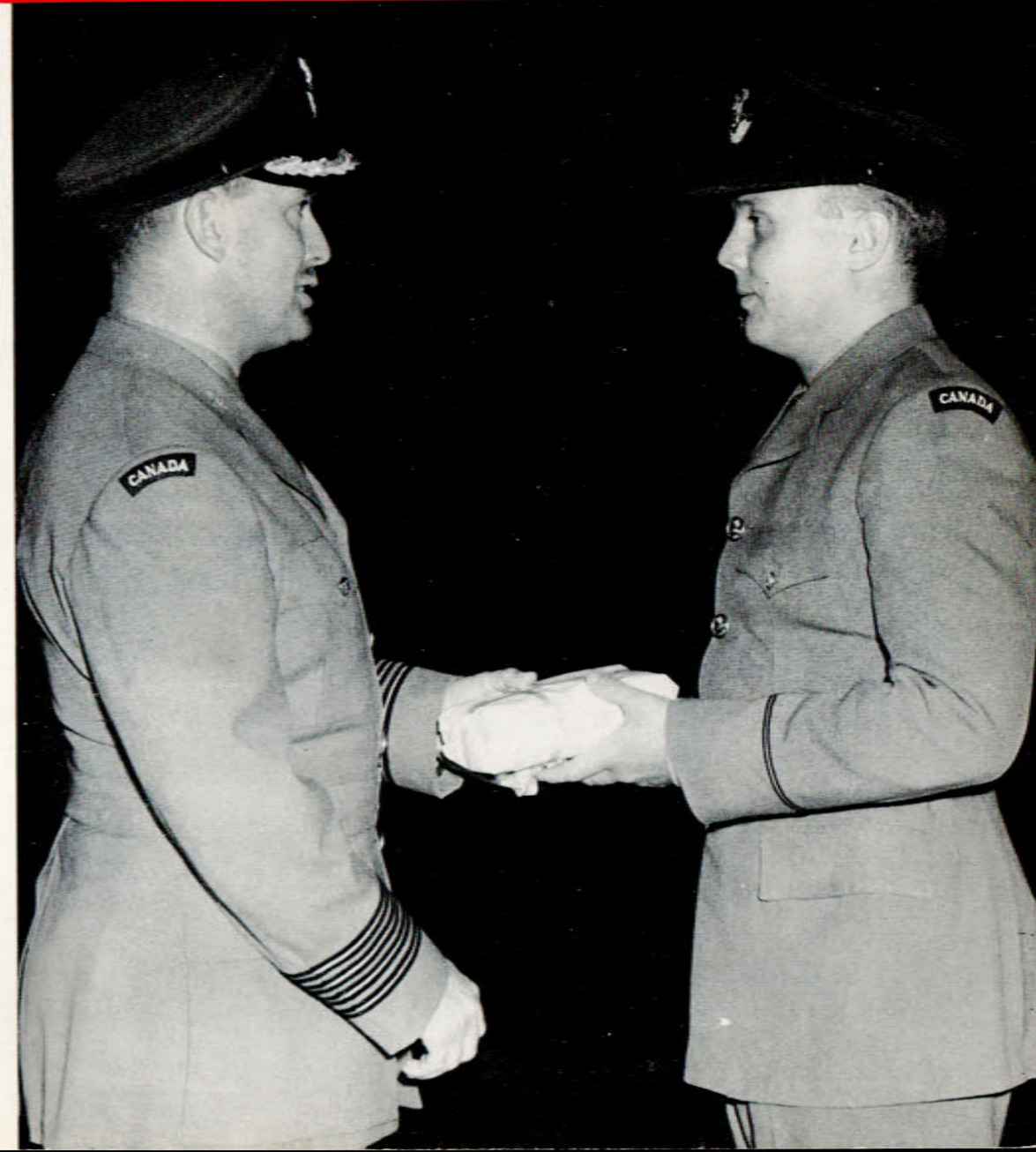
An Airforce Newsmagazine

AUXILIARY
UNITS ON
REVIEW

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402 SQUADRON
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AN AIRFORCE NEWSMAGAZINE

VOL. 9, No. 8

AUGUST, 1960

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EDITORIAL CORNER

Eternal Vigilance

IN EACH of many thousands of homes throughout Canada, there hangs an old but familiar suit. These suits may be light or dark blue in colour, or perhaps khaki, but they represent more than just something to wear on a lazy week-end. They are in fact more than just a suit, they are the uniforms of Canada's reservists. There are those among us who will smile derogatively at this and perhaps sneeringly refer to "week-end warriors," and then there are others who genuinely do not understand the necessity of a reserve for the Armed Forces, but we can feel fortunate that they are in the minority.

In a country the size of ours, with its scattered and sparse population, we cannot afford either financially or physically to maintain huge Armed Services; but for our National Defence, and for our participation in the defence of the free world we must be prepared. Our regular forces provide the nucleus, but it is Canada's citizen-servicement who will swell the ranks whenever they are needed. To do so efficiently in a multitude of ways, they must be trained to a required standard. They must keep abreast of all changes, in the methods of modern warfare, in the latest implements used, but above all, they must be ready to serve.

No one man can give a single satisfactory reason as to why he joins the reserves. But perhaps it might be explained briefly by means of three descriptive words: Memories, Love and Patriotism. Memories of yesteryear, when the uniforms were new, and those that wore them were eager, light-hearted youths off on a crusade, and in that crusade lost their youth and carefree spirit overnight, but eternally remembering the comradeship that was theirs, and the common bond that united them; Love of country which is represented in various ways, but can always be found in a man's individual possessions, his home, his family and his determination that nothing shall upset his way of life, and Patriotism, exhibited in diverse ways, in the proud wearing of the uniform, in the resolve to be ready when needed, in the sudden ache inside a man, when something sweetly nostalgic catches at him, something that cannot be resolved into words, yet fills the heart and eyes with a rush of unshed tears, making a man feel humble, yet proud of this wide-flung land, humble enough and proud enough to die for her, if necessary.

We do not see the whole picture, we do not follow the entire sequence of their training syllabus, we do not in most cases even know them very well, but we salute in pride and acknowledgment our Brothers-in-arms, the Reservists, and give a thankful toast to the "WEEK-END WARRIORS."

E. T.

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AUXILIARY UNITS ON REVIEW

Station Winnipeg hosts three of the most active Auxiliary units in the form of 3052 Technical Training Unit, 402 Squadron (Aux) and 2402 Aircraft Control and Warning Squadron. Both 3052 TTU and 402 Sqdn. come under the direct control of 17 Wing Hqdt's headed by G/C G. S. Varnam who in turn reports to TCHQ while 2402 AC&W Sqd. is an ADC unit.

Not only are the Auxiliary units concerned with training aircrew and groundcrew for future possible service with the regular force, but a greater emphasis has recently been placed upon assisting the Metropolitan Civil Defence Organization.

3052 TECHNICAL TRAINING UNIT

THIS unit was organized in 1951 to perform for the Auxiliary the job done for the Regular Force by St. John's and Borden. In effect the unit acts as an Indoctrination and Selection Centre as well as a Technical Training School.

The operation of T.T.U., is divided into 2 main areas. The first area is the operation of the Reserve Tradesman Training Plan, more familiarly known as R.T.T.P. The object of R.T.T.P., is to provide a flow of trained ground crew personnel to the Auxiliary flying

squadrons, in this area, the 402 Squadron.

Early in January recruiting is commenced among the Senior High School students of the Greater Winnipeg area for an allotted quota of ground crew trainees. Following regular medical and documentation procedure, these trainees are placed with T.T.U., for indoctrination, kitting and drill instruction. The trainees who successfully complete this phase of training are then placed on full time employment for the months of July and August. During this

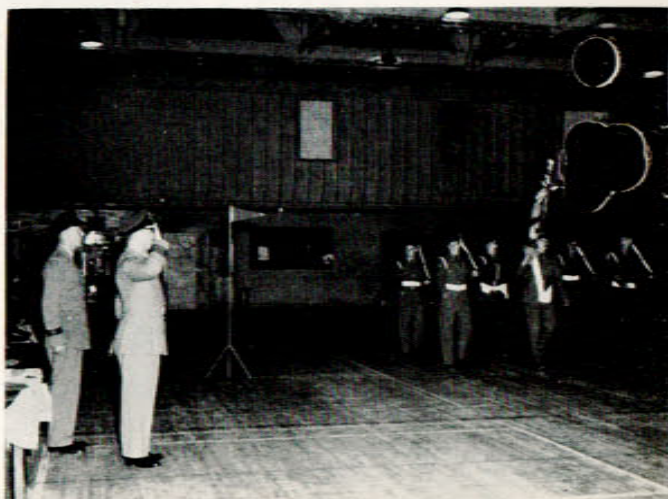
period, trainees receive regular pay and allowances and are under continuous instruction in the technical or auxiliary trades. At the end of August the R.T.T.P., trainee writes a standard Trade Board supplied and marked by C.E.B. The successful trainee is then granted his Group 1 and given the opportunity to join 402 Squadron if a vacancy exists in his particular trade.

This plan has been instrumental in keeping 402 Squadron fully manned and one of the most effective Auxiliary Squadron in Canada.

G/C J. F. MITCHELL, CO, STN. WPG., congratulates LAC G. GOSPODYN who received the sports trophy on behalf of the winning Clerk Admins. at 1959 TTU graduation.



G/C G. S. VARNAM, CO, 17 Wing Hqdt.'s takes the salute of the colour guard on reviewing the 1959 TTU graduation parade.



A glorious day, pay parade for the TTU trainees.

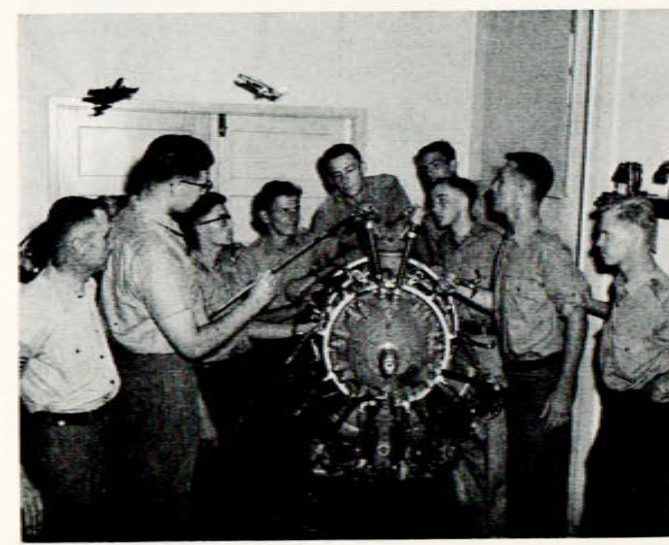
The second area of operation for T.T.U. is that of formal Trade Advancement. Throughout the Auxiliary Training Season, running from the 1st of September to the end of June, T.T.U. provides lectures and supervises practical work for five aircraft trades. The object of these courses is to assist the Auxiliary Tradesman to progress in his trade and where necessary to convert to new equipment.

To perform these functions the T.T.U. is manned by a core of Regular Support personnel, a group of civilian technical instructors, Auxiliary NCO's mainly from the Aircraft Industry or lately from the Regular and a group of civilian school teachers serving in the Auxiliary.

This summer, of the 149 Students, about 40 are Fighter Control Operators; the remainder are in aircraft trades. Practically all are high school students of grade nine or better. Boys must be 16 years or older; girls 18 or older to enter the Reserve Technical Training Plan (RTTP).

The training aids equipment is an ever-growing collection of aircraft parts "scrounged" by the staff and its agents in hangers on both sides of the airfield. Cut-away motors, aircraft electrical motors, engine moving parts from disabled or time expired aircraft units line the walls of the equipment room. In this way an equipment selection adequate for basic training needs has been acquired with little

Safety Equipment and Aero Engine trades trainees here receive instruction on the intricacies of their respective trade.



public expedite. The staff prepares many of its own training aids from virtual scrap. A more interesting example of staff ingenuity is the signal horn which announces working times and coffee breaks. An automobile horn has been wired to a tape timing device of original design and a series of relays cause the auto horn to sound at proper intervals.

The broad scope of activity presents a multitude of duties and problems which are handled by a staff of 63. These Auxiliary officers and civilians, many of them school teachers, are backed up by a small nucleus of regular and auxiliary NCOs.

The Officer Commanding, S/L F. G. Dann, has been with the unit almost from its beginning. His Chief Training Officer is F/L V. R. Jaquet. Both are school teachers who prefer this work to other summer employment. Liaison with high school principals is an essential part of the recruiting program, because these principals willingly acquaint their students with the training and career opportunities to be found in the Auxiliary. Smaller numbers of students are encouraged to join by friends, and some are former Air Cadets. For many this is their first real job. Almost all are eager for higher education and a considerable number plan service careers. Enthusiasm for the service is a selection criterion so morale is high. Familiarization rides in Expeditor aircraft reward outstanding efforts,

and all students receive one motivation ride during the course.

Since the pay is not high, the services of the Auxiliary service staff represents a willing sacrifice of their spare time and energies. The volunteer spirit of these people comes from a genuine interest in and devotion to an avocation which can never give spectacular personal rewards. Their work feeds trained personnel to the City of Winnipeg (402 Auxiliary Squadron) and to the regular force.

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F/L E. R. Wolkowski does a final check with S/L W. C. Pacholka on the last day of the Otter Conversion Course. S/L Pacholka is the Senior Regular Support Officer of 402 Squadron (Aux).

402 SQUADRON AUXILIARY

The City of Winnipeg Squadron, 402 (T) Sqn (Aux) has been redesigned 402 Squadron (Auxiliary). Instead of light transport as the primary role, 402 Squadron now is an emergency and rescue unit. It will co-operate with the Civil Authority and provide aerial observation to determine the condition and extent of disaster areas. The previous role of transportation of medical personnel and supplies, evacuation from disaster areas and search activities will be carried on as usual. Peace and wartime operations with the Military Forces has seen no change (i.e. short haul transportation and search duties).

The most startling change of role concerns wartime operations with the Civil Authority, Metropolitan Civil Defence Organization. In this age of mass destruction, 402 give authorities confirmation of ground zero and assessments of damage in the bomb area. They will further confirm the predicated fall out pattern, report of the fire zone and determine the radiation intensities within the fall out pattern. Finally, for the living, there will be evacuation route reconnaissance and provision of transportation for relief columns and communications.

This is not the first change of role for the Grizzly Bear Squadron. In 1932, it was known as Number 12 Army Co-operation Squadron, a unit of the non permanent active air force. For years they prepared for their jobs, flying a variety of light aircraft including Avro Tudors and Gypsy Moths.

At the outbreak of war in September, 1939, the squadron went on active service. After training with the School of Army Co-operation they proceeded overseas expecting to go into action flying their Westland Lysanders in support of the Canadian Army. With the fall of France the squadron was faced with a period of continued training in England.

In December of 1940, No. 112 was re-designated No. 2 (Fighter) Squadron in answer to the need for fighter units. They fought against the Luftwaffe with Hurricanes based in England, then Belgium, Holland and finally Germany. 1942 saw the last of the Hurricanes and 402 (F) Sqn finished the war flying Spitfires. The final tally showed 50 enemy aircraft destroyed and 90 more damaged. Damage to locomotives, vehicles, vessels and other military material was never calculated.

402 (F) Sqn was disbanded in England July 24, 1945.



One of his last official acts as CO of 402 Sqn. W/C D. M. Gray receives the key to the new Otter from A/V/M J. C. Bryans. W/C Gray is transferred to 17 Wing Aux HQ and will be replaced at 402 Sqn. by W/C J. T. Patterson.

In May, 1946, the squadron was reconstituted as an Auxiliary squadron at Stevenson Field in Winnipeg. Under the command of W/C Clement, who had served with 112 before the war, the squadron was to have been equipped with Mosquito fighter bombers.

With the acquisition of jet aircraft by the RCAF, however, the squadron was changed to a fighter unit and the members continued training in their Harvard aircraft in preparation for the Vampire single seat fighters. The new jets arrived in April, 1948. At summer camp at Gimli in July, the squadron checked out the majority of its veteran pilots on the speedy fighters. By September they were grandstanding at the Minnesota State Fair and proved so popular that they were invited back the following year.

1950 saw another change for the City of Winnipeg Squadron. With the arrival of Mustangs, a long range fighter equipped for ground attacks, 402 was back in an Army Support role. This time they were loaded for bear, carrying six 50-calibre machine guns, two 1,000 lb. bombs and six rockets. Strenuous air exercises were carried out with 402 intercepting "enemy" air forces or strafing ground positions. In this manner the "Bears" carried on training for their appointed role as interceptors and tactical support until July of 1956.

World conditions had changed and there was a need for trained units to help stricken communities in Canada were attacked. "402" would have to change again. In July 1956, the Mustangs were regrettably packed away and the less glamorous training of complete crews, navigators, co-pilots and pilots began. They were called 402 (Transport Sqn. (Aux)) and flew the twin-engined Beechcraft.

By May of 1960 this squadron was ready to accept four Otters to fly in conjunction with the trusty Expeditor on emergency and rescue operations. At the completion of the Otter Conversion Course in May A/V/M J. C. Bryans handed over the keys to W/C D. M. Gray the CO of the Winnipeg Squadron.

402 Squadron Auxiliary has come a long way from the Gypsy Moths, Lysanders, Hurricanes, Spitfires, Vampires, Mustangs, and now a complete crew takes to the air, backed by the efficient maintenance sections.

Many of the World War II pilots and ground crew are gone. Certainly no man is still with the squadron who can "remember when, back in '32". The new blood comes from the young men and women of Winnipeg who are sponsored by 402. They take their training either with the unit at Stevenson Field, or join an RCAF Regular unit temporarily and then return to the City of Winnipeg Squadron to be Weekend Warriors.

Now 402 prepares for the emergency that must never come, and the routine of training, searches, and transport flight continue. 402 Squadron Auxiliary will be ready to take on this or any other role, as they have done in the past.

402 SQUADRON FAMILY DAY

It was a glorious sunny day that Sunday in June when the Regulars and Reserves of 402 "City of Winnipeg" Squadron entertained the Moms, kiddies, and sweethearts in No. 1 Hangar. The second annual family day got off to a good start at 1300 hrs. Cars streamed in the Sharpe Gate and went directly to the Main Parking Lot. From there it was a short walk to No. 1 Hangar where the ladies received a rose corsage as they entered the door. The children weren't disappointed either because there was more than enough free pop, candy, ice cream and toy gliders for all. Thirty minutes of cartoons and "Our Gang" comedies kept the kiddies amused while they waited for the free rides in Winnipeg Flying Club aircraft. Of course, the biggest point of interest to the families was where does Daddy work and what does he do when he is a "Weekend Warrior".

The story of Weekend Warriors was told in displays and pictures throughout the hangar, and of course, by the proud Daddy as he showed his family the part he plays in this squadron's emergency and rescue role.



Enjoying the Winnipeg Otter Conversion Course are S/L W. C. Pacholka, W/C D. M. Gray, F/L E. R. Wolkowski (Instructor), F/O A. L. Henderson, all of 402 Squadron, F/O Greenlay (418 Edmonton), F/O D. Pickering (Instructor from 111) and F/O Jarvis (418) were on the same course.

"Daddy could be one of the Regular Support officers or airmen who provide the "continuity" when the Reserves are not on parade and give assistance and instruction on the weekends. He could be a member of the Auxiliary accounts, headquarters, medical, maintenance, or servicing sections, who provide the many services to the aircraft or aircrew. "Daddy" could be a pilot, navigator or other aircrew whose job it is to fly on squadron operations and training in the shiny new Otters or older Expeditors.

Whoever Daddy was, he was justly proud of his squadron's record last year, (accident free and rated operationally acceptable by the Air Transport Command Air Assessment Unit) and confident that the change to flying the shiny new Otter as well as the Expeditor, would present no great problem to his squadron. After all, 402 Squadron has done it before. In 1932 the squadron flew Gypsy Moths and Avro Tudors. The long change through Lysander, Hurricanes, Spitfires, Harvards, Vampires, and T-33's to Expeditors were bigger changes in their time than the change from an emergency and rescue role with one type of aircraft to the same role with two aircraft types.

Yes the men of 402 had a good time that sunny Sunday afternoon. They were able to take some time from squadron training and operations and for a few hours at least, share 402 Squadron (Auxiliary) with their families.

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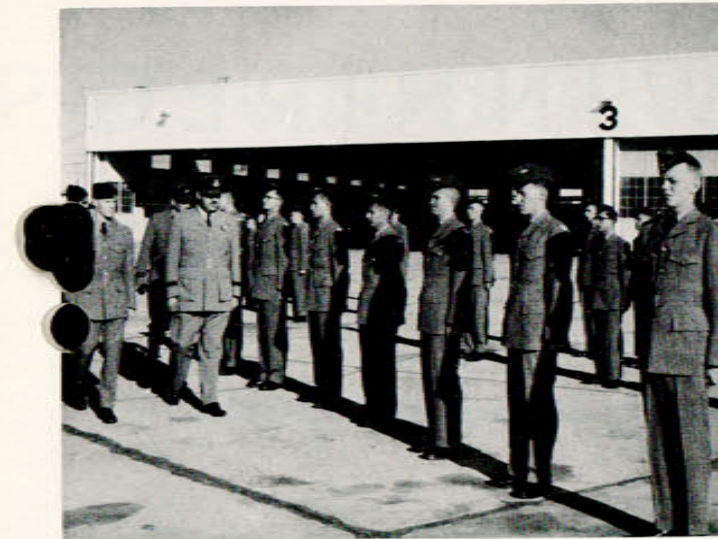


"Shooting the sun" was a popular Family Day Display. The children attempted to find the correct altitude of the sun and won a candy cigar if they were close enough. The instrument used is a navigator's Mark IXA Sextant.



Everyone seems keenly interested as the draws are made for the free aircraft rides. Sixty-three children were flown about the city in a Piper Tri-Pacer.

Great sport, grins Martin Williams (right) but brother Michael (left) is not so sure. The two boys, sons of F/O and Mrs. Terry Williams demonstrate the versatility of some of the RCAF's equipment while participating in 402 "City of Winnipeg" Squadron family day. LAC C. J. MacFayden (left) and Cpl. N. C. Carmichael (right), Safety Equipment, give their approval.



F/L T. E. Butt, OC 2402 AC&W (Reg. Sup.) inspects the summer trainees on CO's parade.

2402 AC&W

2402 Aircraft Control and Warning Squadron (Auxiliary) was formed late in 1949, under the command of S/L F. Searles, as a part of Tactical Group, to train Fighter Controllers and Fighter Control Operators to a level of efficiency where the squadron could be used as a nucleus of qualified personnel who could be called upon in the event of a National Emergency.

The squadron was originally located in a hangar occupied by 402 (Aux.) City of Winnipeg Fighter Squadron, and the equipment consisted of the Ames 11C Mobile Radar. During this time live interceptions were carried out with the help of 402 (Aux.) Squadron, flying their Mustang aircraft. Part of the training consisted of dismantling the equipment, packing it into trucks, proceeding to a pre-set location and setting up the radar for operations. The power for operating was obtained from a Diesel motor mounted in one of the trucks, and anyone who has worked with this equipment will probably not have kind thoughts about the motor.

At a later date, 2402 was transferred to, and operated under, Training Command. During this period S/L V. P. Grant (W/C retired) succeeded S/L Searles as Commanding Officer. In 1959 2402 Squadron officially became a member of Air Defence Command, but retains its association with Training Command, in that it comes under the jurisdiction of 17 Wing Headquarters (Aux.) Training Command, accounting purposes and messing.

As a member of A.D.C., 2402 works closely with United States Air Defence Command. Squadron members carry out practical weekend training at the U.S.A.F. radar site near Beausejour. The excellent team-work of the American Forces, and the availability of their facilities and equipment, together with the co-operation of R.C.A.F. Station Gimli and Portage la Prairie, whose pilots fly the T33s, without which our only practical training would be of a pure-

ly synthetic nature, are definite contributing factors to the present high standard of the squadron.

Equally important to the smooth functioning of 2402 is the administrative and training assistance, provided by the Regular Force Support staff, under the capable guidance of the Regular Support Officer, F/L T. E. Butt.

Another vital factor in the training is the opportunity of squadron members to attend an R.C.A.F. heavy radar site, located at Seneterre, Quebec. There, they are able to fit into crews and work under actual operating conditions, along with fully experienced Controllers and Fighter Control Operators, and be evaluated in their trade qualifications.

During the past few years, personnel of 2402 have gone to Seneterre in small groups throughout the year rather than as a full squadron. By so doing, they are able to receive more individual training, than was the case when the entire squadron went to Summer Camp together.

Training is carried on at the squadron for two hours nightly, on Tuesdays and Thursdays, and for eight hours on Sundays. The week nights are devoted to lectures and practical training in the Operations Room. On Sundays personnel apply their practices, by participating in synthetic operations, which utilize full crews and all the facilities of the Operations Rooms. One Operations Room is set up as an R.C.A.F. lay-out, using a horizontal plotting board and the other one is patterned along U.S.A.F. lines, using a vertical transparent plotting board. Thus, personnel are able to become proficient in both types of operating. In conjunction with these two rooms, the Synthetic Trainer Room is fully utilized. This room contains two radar scopes, target simulators and jamming equipment, with which any type, or combinations of types of jamming, may be presented on the radar screens.

The Operations Section, under F/L R. W. Morrison, Chief Operations Officer, works closely with the Train Officer, which is responsible for the setting up of lectures, lesson plans, assignment of lecturers, and all other non-operational aspects of training. This section is run by F/L R. S. Turner, Chief Training Officer. Both the C. Ops. O. and the C.T.O., are directly responsible to the present Commanding Officer, A/S L. J. D. MacGillivray.

During the months of July and August approximately forty High School students are with the Squadron being trained as Fighter Controller Operators, and on completion of these two months, some of the students join the squadron, while some of them join the Regular Force.

In June the squadron officers staged a Dining In Night at R.C.A.F. Station Winniueg. The guest of honor was Air Commodore J. B. Harvey, Chief Staff Officer, A.D.C. The Air Commodore presented a very informative and interesting talk. The ladies present had a very enjoyable evening, and are already asking when the next function of this type will be held. This was the first time that an individual unit or squadron of the Winnipeg Auxiliary had attempted such an undertaking.

Of the 67 personnel presently serving on the squadron, 5 members have been with 2402 since its formation.



CPL. G. J. (Gord) ERICKSON

CORPORAL Erickson is one of those fortunate souls who, after fighting his way through most of Europe as a soldier in the last war, had that unusual opportunity of revisiting, and comparing, war time scenes and areas with those of the present day. An opportunity that presented itself while on an overseas tour with the RCAF.

"How did it look the second time?" I asked.

"I couldn't recognize areas of Italy that we had been through," he said. "I was certain that some of the beach areas that we had taken in the war would be unforgettable. That, at least some of the small towns and villages we passed through would be very familiar even today. It really astonished me — new construction, time, and progress, had all but erased, not only the war scars, but the misery and poverty that was so prevalent in those dark days. I knew we had moved through this "certain" town only because it carried the same name; there seemed nothing that really clicked in my memory. "But," he continued, "I can assure you that it was a much more enjoyable experience as a tourist than it had been as a soldier."

Born in nearby Fort Frances,

Ontario, "Gord" was a familiar figure around his father's camp where the never-ending job went on of supplying the pulp and paper mills with the raw lumber.

In 1941, seventeen years old and itching for adventure, he travelled to Winnipeg and joined the Canadian Army. He was trained as a "driver mechanic". It was only a few short months later when he boarded the Queen Elizabeth at Halifax and headed for England. The great adventure had commenced.

While in England he completed six month course in advanced mechanics, and a course at this stage of the game was the least interesting thing this young soldier could imagine. This restless desire for adventure was soon to be appeased.

In early '43 once again boarded a troopship. The show was on. In a matter of days he and his comrades felt the landing craft grind on to the beach at Sicily. The invasion was underway.

Such names as Ortona, Pissarici, Casino, and the Battle of Monastery Hill, are more than just names to "Gord".

Of this 'Italian campaign' "Gord" remembers the grim parts. Bully beef and cheese became a standard diet. "It was real hot and dusty in the summer," he said. "Then

came the rain and subsequent mud of the winter, and of course—more bully and cheese."

One phenomena of nature that took the boys' minds off the war was an eruption of Mount Vesuvius. "We drove through volcanic ash an inch thick," he said.

"My job, at the time, was to drive a motorcycle and patrol behind the advancing troops in search of vehicles that had broken down and been abandoned. If the cause of failure was minor, I would repair it on the spot. In the event that a major repair job was required I simply reported its position for the towing crews to handle."

"Things got pretty hot at times—if the forward lines were really advancing we had all the work we could handle to keep them supplied with vehicles."

After reaching the Po valley, the Canadians were shipped via landing craft to Marseilles, France, and then a long overland drive to Rotterdam, Holland. As the German army was pushed back, "Gord's" mobile garage was moved up to the Rhine. Now the pace was terrific.

"As the enemy crumbled, the Canadian mobil units really travelled. It became almost impossible to keep up with the lines. As one vehicle quit, they just grabbed another."

(Continued on page 12)

WINNIPEG PERSONALITIES



S/L J. (Harry) GALEN

MORE than 20 years service as an officer and pilot of the RCAF has qualified S/L "Harry" Galen for the role as OC of our organization here at Stn. Winnipeg. His organization has three distinct functions: search and rescue, transportation, and the training of personnel in the varied and specialized fields characteristic of each.

Born in Southey, Saskatchewan, a small prairie town 35 miles north of Regina, S/L Galen attended the celebrated "country school" where in both the grade and high school curriculum were taught. In contrast to this early "rural" education, and in respect to it, "Harry's" application to the University of Manitoba was approved and in 1938 he graduated with his BSc. degree.

There were the depression years. University educated, or not—a job was not to be had and rather than sell the ranks of the "city unemployed", he returned home to make his own job.

Back in Southey, he opened a service station. A tough, competitive field, especially in those days.

"There was a continuous gas war. Even in that small town there were five or six stations, each out to cut the other operators throat." "I worked 7 days a week, from 6 a.m. to 11 p.m., and on Saturdays,

from about 5.30 a.m. to 3 a.m. Sunday." A pause, and S/L Galen continued: "I did well—I cleared approximately 150 dollars per month which was a very good wage in those days."

"Harry" operated this little gold mine for a little over a year then, in July 1940, he quit the "grease pit" and joined up.

Selected for pilot training, he first attended ITS at Regina, then the elementary flying school at Lethbridge, Alta. where he learned to abide to the whims of the old "Tiger Moth". Next came No. 3 SFTS at Currie Field, Calgary. At Currie, S/L Galen and our own CO—Group Captain Mitchell were among the first Canadians to attend this course which, up to this time, had catered mainly to the "Aussies".

"We were in the minority and they (the 'Aussies') gave us the supreme test. We came through with flying colors though, and were finally accepted as one-of-the-boys. Great days," he mused.

On winning the coveted "wings", S/L Galen assumed instructional duties. He carried on at Currie in this capacity until a further reselection moved him to Trenton, Ont. for training on the Lockheed 10's and 12's. This training was in preparation for more advanced in-

structional chores at No. 5 FTS near Brantford, Ontario.

Due to his exceptional teaching qualities, "Harry" was chosen to attend the Empire Central Flying School in England. This school specialized in turning out the very best instructors. Pilots from many different countries were sent there, and they in turn, like S/L Galen, returned with top instructor ratings. Such personnel provided the rigid standards for their nations flying training programs.

On returning to Canada in the spring of '43 "Harry" joined an FITS at Trenton. This small but highly skilled group was the nucleus of the now all important Standard Flights of our air force.

Following the successful launching of "Standards", S/L Galen joined No. 6 Transport Group at Comox, British Columbia. The RCAF had committed itself to the preparation of three transport squadrons to be used in the Middle East, and it was here that the crew formation and training was to be carried out. After graduating as "top pilot" S/L Galen had the misfortune to be grounded due to illness. By the time he was released from hospital, it was too late. The crews had departed. It was a dejected first pilot who now

(Continued on page 12)

PERSONALITY—CPL. ERICKSON

(Continued from page 10)

other their own, or one that the Germans had left.

On October 25th, 1945 Cpl. Erickson stepped off the train at Fort Frances. Home again and finished with any form of militarism—naturally!

After a stint with his dad in the pulp and paper industry, "Gord" once again became restless and passed a furtive glance at the RCAF recruiting poster.

On enlistment in the air force in April '51 "Gord", with his mechanical training was a natural for the AETech trade and in Aug. '51 he was posted to the 121 Communications and Rescue unit at Sea Island. Here he was not only an aero engine "type", but was chosen a leader of a ground search team. Here was a new adventure. There was lots of crewing on Dakas, Otters, Helicopters, Cansos, Lancs, and Expeditors. He enjoyed the bush and mountain trips, and was a natural for this type of rugged outdoor living. A definite asset to his group.

Cpl. Erickson spoke of one trip high into the mountains of British Columbia to a wreck that had been missing for over five years. "Our base camp was only 100 yards from the scene," he said. "The air was so thin at the altitude that just walking that one hundred yards was a real chore."

After spending five years at Sea Island, "Gord", in Dec. '56, was transferred to 3FWG in Germany. Now he could see this strange land in a more favorable light. He wasted no time in doing just that.

Many were the strange experiences he had of meeting people in Italy and Holland that he had known for only a short time during the war. Of course "Gord's" fluency in speaking 'Italian' (which

he picked up during the war) was of immeasurable assistance to him on this return trip.

This airman had great admiration for the Dutch people. Possibly this is partly due to the unique system of Dutch families "adopting" the graves of our war heroes. As "Gord" said: "A truly beautiful spot with each grave immaculately cared for."

With the wealth of experience this Corporal has in Search and Rescue operations it was only natural that on his return to Canada last January he would be sent to bolster the fine crew here at 111-KU. A man of fine calibre and a most pleasing personality.

PERSONALITY—S/L GALEN

(Continued from page 11)

assumed 'staff' duties at this OTU from which he himself had been an honour graduate.

The Squadron Leader accompanied this OTU to its new location at Greenwood, Nova Scotia. He remained there until the war's end in 1945.

During the RCAF interim period, "Harry" was sent to Rockcliffe, Ont., where he spend the majority of the next two years working with the old 12 Communications Flight; now, 412 (T) Squadron.

September '47 he was attached to Transport Command Headquarters in the personnel division. Then, Staff College at Toronto, and following this, a stint with TCHQ where he was employed in the air training division. This last tour prepared "Harry" for a transfer in early '52 to the AFS at Saskatoon, where he ably filled a responsible position as Chief Flying Instructor. It was only two short years later that S/L Galen returned to Rockcliffe to act as Chief Operations Service Officer. "Har-

AIR FORCE DAY HIGHLIGHTS

More than 30,000 spectators attended Air Force Day at Stn. Winnipeg on July 23rd. Scenes at the right show:

TOP LEFT: A/V/M Bryans and G/C Mitchell greet the Hon. Eric Willis the provincial Lieutenant Governor as he arrives to attend our Day.

TOP RIGHT: A view of the crowd.

CENTRE LEFT: The Education section displays its wares.

CENTRE RIGHT: One of the Golden Hawks satisfies an autograph seeker.

LOWER LEFT: The Golden Hawks execute one of their thrilling manoeuvres.

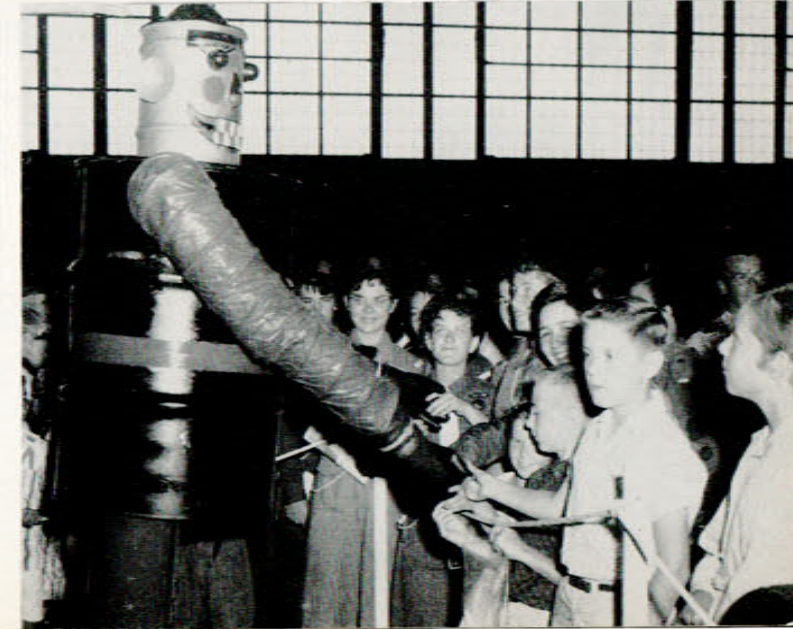
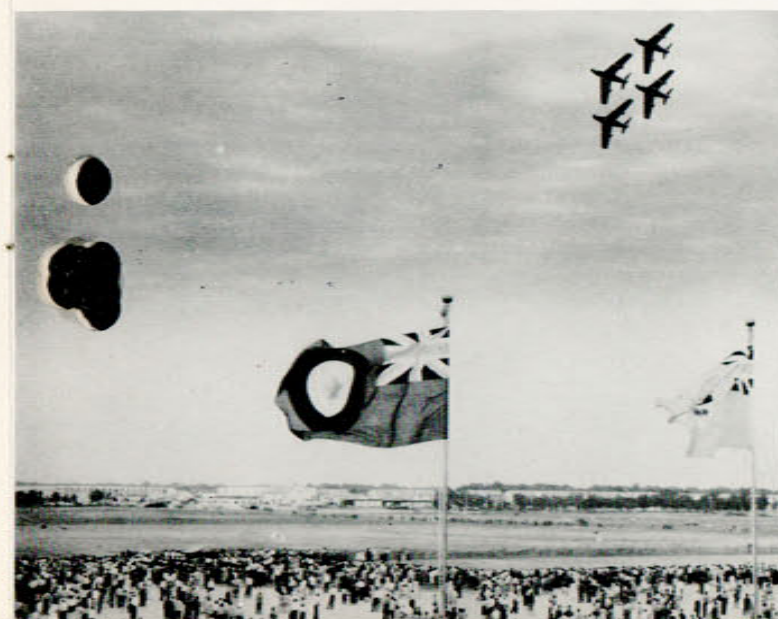
LOWER RIGHT: A robot engineered by the telecom club welcomes its admirers.



ry" remained at this post until 1956 when he was appointed OC. 111KU here at Winnipeg.

The OC of this Search and Rescue Centre is responsible for having all six types of aircraft, crews, ground parties, and para-rescue units ready to move into action at a minutes notice. Commenting on his duties: "It is gratifying work." I personally like the transport and helicopter phase. Each assignment has its own individual problem. There are no two alike. Some, like the recent Flin Flon search involving that young lad, have a touch of the "miracle" in them—others, like the Merickel family searches are all tragedy."

One thing! Don't mention his trailers—you'll never get away. He has a trim 19 foot job that is really a little mansion on wheels, not to mention the boat and motor. All of which assures the 'Galens' of many good vacation trips with THEIR OC.



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VOXAIR VIXEN

The pert young Miss with the come hither look is 21-year-old Connie Jordan, a Manitoba grown product whose red hair, green eyes, and 5'7" with 40, 24, 38 attributes made her a natural for this month's Voxair vixen.

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FOR OUR LADIES

New Beach Looks

WHAT you'll see by the sea this summer is a fashion paradox. The National Cotton Council reports there will be less to some swim suit but more to others.

The big beach news for 1960 is the bikini. At first glance, these skimpy, two-piece suits seem intended only for such leisurely pursuits as beachcombing and sunning; but you'll find that they're engineered to be worn for swimming, surfboarding, and other active water sports too.

Fringe, ruffles, and pleated flounces underscore the briefness of the more feminine bikinis. Others are neatly tailored with wide straps holding the bras firmly in place and straight trunks characterized by a little-boy look. Some suits have adjustable ties on the sides of the pants, so their brevity is up to you.

For the less daring and more demure, a newcomer is the seashore dress which looks exceptionally pretty and ladylike but also swims. These suits have short

VERSATILE—These versatile separates are equally at home in the water or on shore. The cap-sleeved swim suit and matching button-front skirt are styled in a tulip-printed birdseye pique, which has a Cranston wrinkle resistant finish.

graceful skirts topped by figure-hugging bodices with round necklines and tiny straps or small cap sleeves. The pettily flowered cotton prints they feature add to their womanly virtues.

Tank suits, briefer and brighter than their predecessors of the 30's, are staging a comeback. Innovations include higher belts riding comfortably at the waist, shorter trunks, and lower cut backs. Another one-piece suit that continues to be a favorite with expert swimmers is the tight-fitting maillot, which also dips to a new low in the back this year.

Swim suit fabrics are as varied as the many different styles. Sturdy cottons such as denim, ticking, and sailcloth will be seen at the beach side by side with fancy cotton satins and brocades. Plaids and checks are both bold and retiring; stripes range from ticking to awning size. Elasticized cotton knits star in the maillot and tank suits.

Colors in the fabrics reflect the island influence, strengthened by the addition of Hawaii as our fiftieth state. The coral reds, hibiscus pinks, tropical blues and greens, sand hues, and bark browns will show off a tan to its best advantage. Batik cotton prints and figured cottons that look like Hawaiian tapa cloth also are popular.

Designed to cover the bareness of the new suits, when you're not sunning or swimming, is a bigger-than-ever collection of over-tops. Matching long-sleeved beach shirts with trim pointed collars and



SEA MIST—Cotton chiffon forms a mist of draping over the front of this cotton sateen print swim sheath. The suit by California Sea Fashions has a matching chiffon jacket.



BABY DOLL BIKINI—Here's the 1960 swim suit story in two parts, both brief. Cotton gingham checks star in this flounced two-piece bikini by California Sea Fashions.



CALYPSO SET—Most bikinis come with their own over-tops such as this tie front brief jacket. The two-piece cotton print suit by California Sea Fashions has a shirred bra and sarong-draped trunks with side ties.

Why Go Farther?

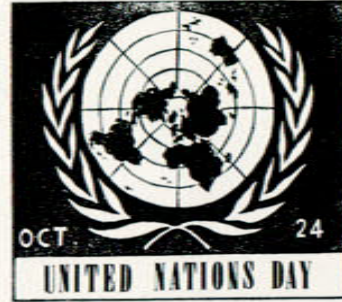
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SHAVE AND A HAIRCUT ?

NO SIR !

By RON BAYNES



For the year ended March 31st, 1959,
more than \$42,500,000 worth of
liquor was sold in Manitoba. This
averaged \$195.00 per household.

Source: Annual Report of the Liquor Control
Commission of Manitoba

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A RECENT report from Cuba brings news of earth-moving importance to servicemen everywhere. A member of the armed forces, found guilty of an infraction of the regulations has been punished by having his hair cut short and his beard shaved.

The beard, adds the report, (and the long haircut), are now marks of honour in the Cuban armed forces.

This is something to think about. It may well prove to be the end of an era as far as military standards of dress and deportment are concerned, and its significance cannot be overlooked.

For fifty years we have been perfecting a cult of smooth faces and clean domes, and innumerable hours have been spent in eyeball-straining, nose-twisting inspection of lathered faces in a frantic attempt to detect and raze each offending hair. Barbers have grown rich and retired to Florida. Whole generations of SWO's have been born, raised to manhood and gone on to part 5, and their eventual reward, preaching and enforcing the doctrine of the shave and the haircut, with a vigour worthy of Dr. Gillette. A set of standards has evolved which looks up to Yul Brynner and new born babies' as an ideal to be aimed at.

Now Cuba with its impulsive Latin American tendencies has changed all that. It's back to the beard and the long haircut men, and let the barbers return to the sheep station.

Of course new circumstances breed new types of men. It is not hard to foresee the evolution of a new type of discip. We can almost visualize them — shaggy hirsute men with pony tails, prowling neanderthal-like through the hairy bases of the future in search of their natural prey, the swirling masses of bearded airmen walking around the station, vaguely reminiscent of the walking wood in Macbeth.

And it certainly is not difficult to imagine the parade square of the future — say 1975.

Watch — it is the moment of confrontation, when the airman, braced at attention faces the inspecting officer and his shaggy party.

INSPECTING OFFICER (Peering intently at the airman's goatee): Did you shave this morning?

AIRMAN (GUILTILY): Who me? — Not me sir? — never touch a razor!

INSPECTING OFFICER (MUFFLED, THROUGH BEARD): A likely story. (HE BECKONS TO HIS SWO, WHO APPROACHES, FINGERING HIS IMPERIAL BEARD, WHICH OBSCURES THE ENTIRE AREA ABOVE THE THIRD TUNIC BUTTON) What do you think Major?

SWO (NODDING): He shaved sir. (POINTS) Hair missing there. Cheek visible there. Oh yes, he's been shaving sir.

INSPECTING OFFICER (GRIMLY): How long have you been in the Air Force?

AIRMAN (BREAKING DOWN): Yes sir. I shaved. But it was just one stroke. To (sob) test my new adjustable razor with its five different settings. Light, regular . . .

INSPECTING OFFICER: Fiddlesticks! (TRIUMPHANTLY) And your head. Look Major.

SWO (SADLY): You can see his neck Sir. (SHAKES HIS HEAD)

INSPECTING OFFICER (CURTLY): Take his name Major. (HE MOVES OFF WITH A DASHING SWING OF HIS PONY TAIL.)

Other changes will inevitably occur. One can almost hear the voice of the SWO of the future, on pay parade, exhausting his men to greater things:

"I want to see those collars covered with hair! — I want to see those beards bristle! — None of this baby-faced, egg-headed business. You're in the Air Force now!"

Far fetched? — that's what they said about the tank. And it isn't that far from Morro Castle to Ottawa.

CAREFREE COOKOUTS

NOTHING quite like a warm day to draw the whole family out into the backyard, especially when the smell of charcoal-broiled steak is in the air.

The trick to a successful cookout before you have them out there is the planning. Here are some things to consider and a few new ideas for better outdoor cooking.

In the first place, check the grill itself. If you are buying your first or replacing the one you now have, look for heavy-duty construction of the firebox, legs and hood. Brazier or barbecue wagon — both have their advantages — should be at a comfortable working height. The mechanism for raising and lowering the grill or firebox should be sturdy and well constructed. Anything less may spoil an expensive cut of meat.

You can't do a good job without good tools. They



Nothing like the smell of charcoal-broiled food to draw the family out into the backyard. Half the fun's in the cooking, especially if fire-starting is made easy with sealed boxes of charcoal with the hole in the center.

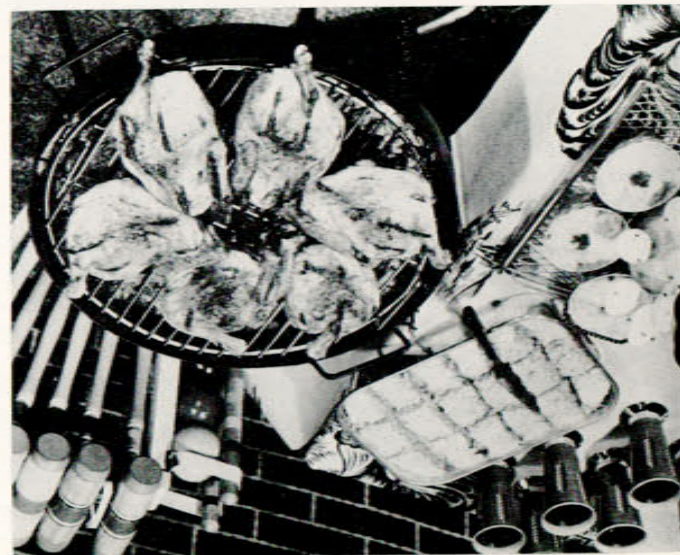
needn't be fancy, but you should have tongs for turning the meat, a long-handled brush for basting, a rake to arrange the fire, a squeeze-bottle filled with water to douse grease flareups, and heavy-duty asbestos gloves.

A good charcoal fire, the key to the whole cookout, is easy to make if you pay attention to a few ground rules. Charcoal briquets burn more evenly than natural charcoal and they last longer.

A mound of briquets about 10 inches in diameter and five inches on the grill bed will handle everything from steak to spare ribs. "Neet-Heat" charcoal briquet packages amount to just about the same thing. Touch a match to the bottom and, presto, you're all fired up ready to go. One package supplies an hour and a half cooking time.

Allow time for the briquets to become completely covered with gray ash: the time when briquets are ready for cooking. Then spread the coals half an inch apart to give yourself an even bed of live coals which reduces the chance of flareups caused by food drippings.

Always grill chicken slowly, and baste frequently. If the bones part easily at the joint when you twist the leg, they are done: succulent flavor chicken grilled over charcoal briquets for true outdoor flavor.



Additional cookout favorite is hamburger, in patties or on a skewer. Change the thickness of the hamburger and the cooking time to come up with rare, medium or well done.

Cookouts offer a wonderful chance to cook everything under the sun. But most people prefer hot-dogs, hamburgers, seafood, chicken or steak — and the greatest of these is steak. Look for steak that's dull red, marbled with streaks of fat through the lean, with an outer coating of firm, white fat.

When you buy porterhouse, sirloin and rib steaks, have them cut about 1½ to two inches thick. Meat that thick makes it easier to slice for individual servings. Individual club steaks cut 1 inch thick generally run around a pound. Be on the safe side and count on buying one steak for each guest.

Actually cooking the steak is a matter of experience and confidence. There are as many ways to do it right as there are experts right handy. Searing supplies a more crusty, charcoally flavor. Adjust the grill three inches above the briquets and sear the steak for two or three minutes; then raise the grill three inches. When the juices come to the surface, the steak is ready to turn. Repeat this process on the other side.

On the other hand, you can skip searing and do all cooking about five inches above the fire. How long to cook depends upon the fire and the cook's definition of rare or medium. Depending upon whose backyard you're in "rare" can mean still walking or just a slightly pink.

Generally speaking, however, a two-inch steak barbecued rare takes five or 10 minutes to a side.

To determine whether the steak is done the way you like it, use a small sharp knife to cut a little

slit in the meat alongside the bone or in the center. Remember, plan your cookout so that when the steak is done it can be served immediately.

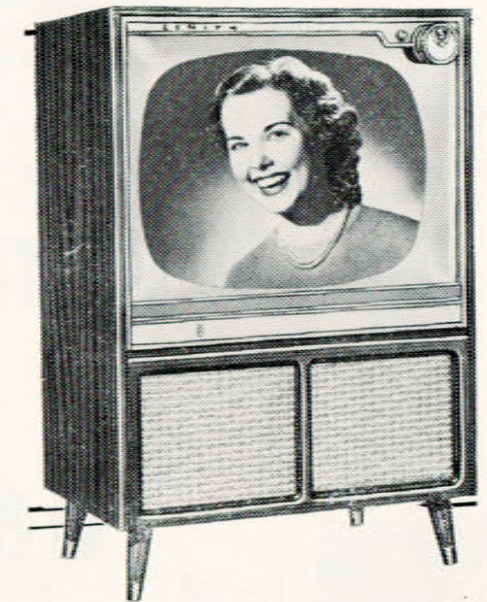
Here are a couple of other tips about that steak. Always bring the steak to room temperature before grilling. It is easier to estimate barbecuing time and gives a more uniformly barbecued steak. Once it's on the grill, turn it with tongs or a wide spatula. If you use a fork, the prongs will pierce the meat and allow the juices to escape.

Keep the rest of the meal simple. Prepare any hot food ahead of time. Salads should be crisped and chilled ahead of time. Put the dressing on just before you sit down.

With these few basic rules in mind, a backyard cookout will be a relaxing occasion and you will have as much fun as your guests — which is the whole point.

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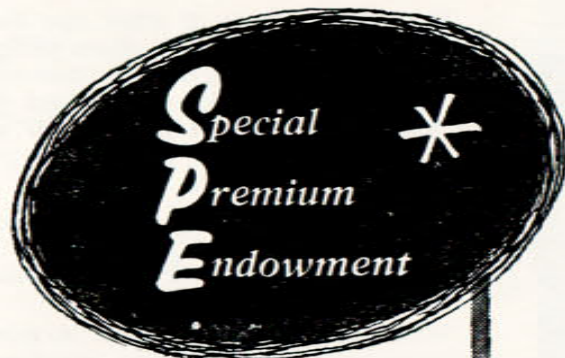
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VAN'S VERBILITY

By WOI J. W. VAN BUSKIRK

TALK about influential fiction—I started to read a Mickie Spillane novel the other night and felt so tough afterward that I punched a hole in the (light) punching bag, took a dollar from the wife's purse, and kicked the cat all the ways down the cellar stairs.

That "private eye" Mike Hammer, between fighting off good looking women and putting a fresh clip of .45 ammunition in his revolver, keeps his readers tense throughout the entire story. That is of course, if you like this impossible type of fiction.

By the time I had finished the book, I had told off the milkman, refused to pay the outstanding amount, I bumped into my neighbor's car on purpose and to top all off, I cut down the kids' swing. Boys! It makes you feel tough. It would never do for a fellow like me to read one of these novels during working hours.

I wanted to give the book to my neighbor just to see the effect it might have on him. However, his wife met me at the door with her

hands on her hips and a glint in her eye. She said, "you are not bringing that book in here. He's tough enough already without getting encouragement from a private eye or a neighbor either. Besides that he doesn't read trash!" So, I

threw the book in the garbage can hoping that it might convert the garbage man temporarily—I see no change yet!

They say there is a new Spillane novel out now, but trying to get a copy is like trying to get a loan at the bank on your own signature. Guess I'll have to wait awhile. However, one of these days I'll read one of the old books again and no doubt end up by cutting a large piece out of one of those cakes the wife is continually baking for some organization, biting the first dog that upsets my garbage can and leaving the car in the yard and walking to work. Tough! eh.



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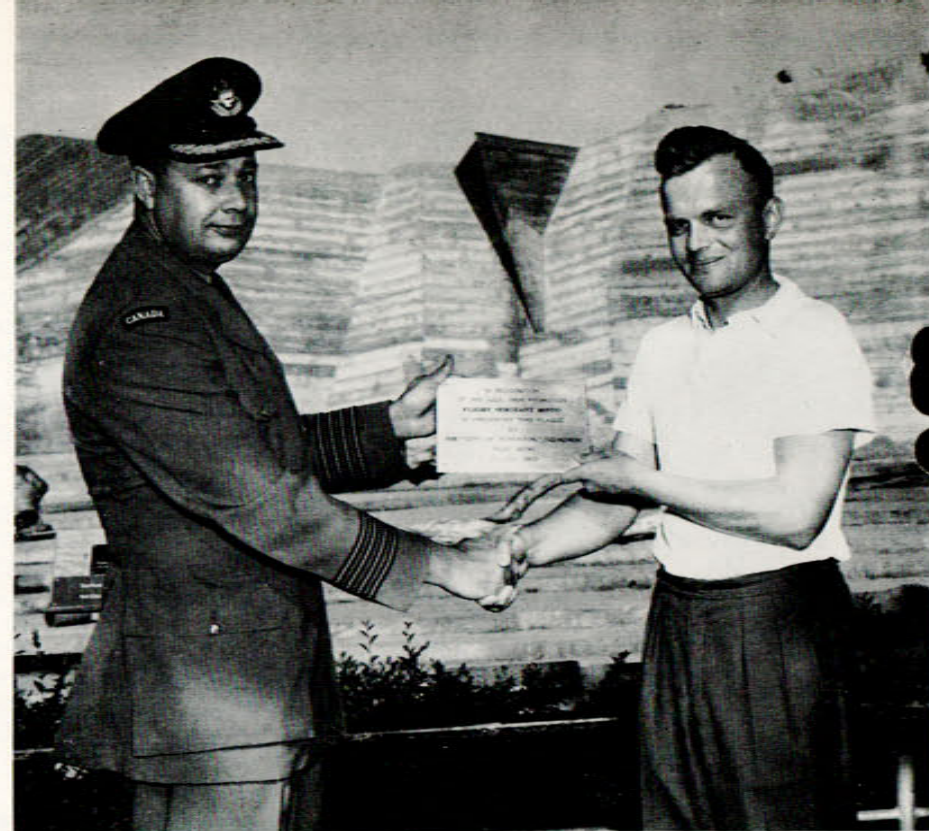
Minto Honored By "City of Edmonton"

A RESIDENT of Winnipeg for nearly a decade, who in his spare time acts as mascot for 402 "City of Winnipeg" Squadron was belatedly recognized in his new rank.

Sergeant Minto, promoted to flight sergeant July 1, 1958, at long last has a plaque noting this increase in rank and prestige, courtesy of 418 "City of Edmonton" Squadron.

The Edmonton reservists held a two-week summer camp in Winnipeg from July 2 to July 16, and presented the plaque as an expression of their mild disdain at the length of time 402 Squadron has let the incorrect name-plate remain in front of the big, brown grizzly's Assiniboine Park home.

On Saturday, July 16, about 50 members of the City of Edmonton Squadron were on hand when the commanding officer of the summer training camp, Group Captain J. K. Campbell of 18 Wing Headquarters in Edmonton, presented the engraved plaque to zoo director Gunter D. Voss. It is to be attached by the park department right next to Minto's original plate. Unknown to 402, they contrib-



G/C J. K. Campbell of 18 Wing Hdq't's Edmonton presents the engraved plaque announcing the promotion of Minto to Flight Sergeant to Dr. Gunter Voss, Zoo director at Winnipeg City Park.

uted substantially to their now-embarrassing position. In a squadron newsletter, "Totem Talk," the serious discrepancy in Flight Sergeant Minto's name plate was the brunt of a cartoon. In it, the irate senior NCO was seen carving "Flight" above his previous rank. An ill-fate copy of the newsletter found its way to Edmonton, and the fat was in the fire.

Some 100 members of 418 Squadron decided it was necessary to

donate a plaque which would pacify Minto and place his unit in an unenviable light. The brass plaque reads: "In recognition of his July 1958 promotion, Flight Sergeant Minto is presented this plaque by 418 "City of Edmonton" Squadron, July 15, 1960."

With his new name-plate, Flight Sergeant Minto can again face the world with his head held high, thanks to the City of Edmonton Squadron.

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BOOK SHELF

By F/L E. TEIMAN

POOR NO MORE

By ROBERT RUARK
(Henry Holt & Co.)

TO attempt to review a book of over seven hundred pages is almost a Herculean task, and to attempt to compress such a review into this limited space is no mean feat, and it therefore behooves this writer to suggest at once to the reader of this column that he or she should make a point of obtaining this book and reading it for themselves, and forming their own conclusions.

Mr. Ruark, a prodigious writer is also a prolific one, and may be familiar to readers through some of his other works, notably "Something of Value," a work dealing with the Mau Mau terrorism in Kenya.

In his latest work, the central character is a man of many parts. His name is Craig Price, and his roots stem from a poor white Southern background. Nevertheless he is not the usual run of "poor white trash," because he is able to build himself up into a financial tycoon. It must be pointed out to the reader that this is not a long-winded rags to riches story on the part of a poor boy, but rather a vastly exciting series of episodes in which our central figure always seems to emerge financially better off, but leaving the reader with a distinct dislike for

him, albeit mixed with something like envy.

The story proceeds in a series of three books within one, each book recouring to flash-backs, but each flash-back dovetailing in with the current sequence of events, so that one is never confused by the central plot. There is a good deal of financial crookery explained in this book, but lest the reader be tempted to follow in the hero's footsteps, there is a judgment day, as Mr. Price find out. There is a series of enlightening erotic adventures, enjoyed by the hero as well as by others encountered in the plot, and if Mr. Ruark is to be believed, life for the rich, particularly in New York, London or on the Riviera, is one long adventure of erotic drunkenness and divorce. Certainly for those who like their repast spicy, there is enough here to warm up the taste-buds.

The time of the story develops from the early twenties right through until the late fifties, and the locale changes frequently from North Carolina, to London, to Washington, to Kenya and back again, not necessarily in that order. Tied up with Price is his unhappy wife Faybelle, from whom he receives his initial financial start, Jimmy Wilbur his college friend

who becomes his Man Friday, his daughter Carol, and sundry others most of whom are women, and most of whom give in to Mr. Price in one way or another.

If one can read into Mr. Ruark's story anything at all, and this writer pointedly did not use the word moral, it is that Mr. Ruark himself must be a fabulous newspaper man, with a very vivid outlook on life. There is no doubt in this reviewer's mind that a good many episodes and their interwomen characters represent occasions in the author's life in which he has had a personal stake, but as he himself claims, pinning down the true episodes or persons to any real person or event is difficult. It could be said that if it does represent any portions of the author's life, then he has had a fabulously exciting one, far more than the average man, but then Mr. Ruark is no average man. Anyone who can write a novel of this length, sustaining its plot without boredom, making each episode appear normal and believable, describing people and places with the accuracy of a scalpel in a surgeon's hand, anyone who can do this, is no ordinary man. It might be said that the book represents an extremely candid picture of a portion of Americana through the eyes of Craig Price.

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