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AN AIRFORCE NEWSMAGAZINE

VOL. 9, No. 11

NOVEMBER, 1960

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Cover Story

November 11th is remembered by many different people across the world. This photograph shows the Winnipeg tribute to this memory.

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EDITORIAL CORNER

TO YOU as a good Canadian citizen, there is perhaps no more poignant reminder of war's supreme sacrifices than the blood red Flanders poppy. It is an honourable emblem and through it several of the Legion's aims are served.

From the time it was first adopted as a symbol of sacrifice after the First World War, the poppy has kindled in Canadians, memories of those who gave their lives for freedom!

Each year the contributions of generous citizens to the Poppy Fund has meant material relief for thousands of needy veterans and their families. The Canadian Legion's annual Poppy Campaign is the only co-ordinated national appeal to the public for funds to alleviate distress among ex-service personnel and their dependents.

The poppies and wreaths are manufactured in Vetcraft Shops of the Department of Veterans Affairs, thus providing employment for many disabled veterans generally unfit for industrial work. Their products are sold by the Department to the Legion under special agreement and distributed through Provincial Commands to the Legion Branches. The poppies, wreaths and other emblems are then offered to the general public.

You might ask, what happens to the contribution you give for your poppy each November?

After campaign costs are deducted the remainder is retained by the Legion Branch in your community in the form of a Poppy Fund for direct relief purposes and other welfare work.

Perhaps to some, the poppy is no more than a "tag" to pin upon their lapel in exchange for a few cents.

This is a pity!

THE EDITOR

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ROS cadets read the motto displayed in the sports palace at CMR St. Jean, where ROS is held. Left to right: F/C F. M. Galbraith (U. of Alta., lang.) and F/C R. J. Millar (U. of A.).

OFFICER TRAINING

College Militaire Royale St. Jean

"THE Character You Build Here is Yours Forever" — these words, part of a quotation engraved on the wall of their gymnasium, give encouragement to students whose spirits may flag a little during the rigorous days of their training at the RCAF's Reserve Officers' School, at the College Militaire Royale de St. Jean, Quebec.

For this is a tough course—what may well be the toughest phase of their training as, in five short, gruelling weeks, these typical young college students with their informal, sometimes careless habits, are transformed into embryo RCAF officers.

This is the tenth year in which students under the University Reserve and Regular Officer Training

Plan have attended ROS. For the majority of the trainees, it represents their first real taste of air force life.

From lectures once a week during the winter, they get a smattering of knowledge about the RCAF. ROS serves to indoctrinate the new recruits into the service and has as its purpose the successful introduction of URTP and ROTP students to the duties and responsibilities of junior officers.

ROS was born at London, Ontario in 1950, and moved the following year to the Royal Military College in Kingston. In 1956 it moved to its present location at the College Militaire Royal de St. Jean, Que., which has ideal facilities for the course. Students soon become familiar with the modern classrooms, the drill hall and parade square, and the fabulous sports facilities. In their spare time, recruits have the opportunity to swim, fish, or to enjoy the bowling alleys, theatres, and other recreational facilities in and around the city of St. Jean.

This year some 320 cadets reported to ROS on May 24th. Trainees, grouped into flights of about thirty men quickly fall into the daily routine of the course. They soon find out that cadets are not to wander about in groups of two or three—they march in flights everywhere—to lectures, to the sports field, even to the mess. For the first week these formations look more like flocks of sheep huddled together for protection than well drilled flights, but with two hours of drill per day, they soon present a smart appearance.

Trainees are awakened at 0600 by the melodic tones of the Duty Flight Cadet's voice floating over the public address system—"It's 0600—get outta bed!" Slowly life creeps through the silent barrack blocks until they are filled with the hum of bustling activity.

Students rise, dress, and begin preparing for room inspection, a shock to many of the carefree college students. According to the room inspection guides which have been distributed, certain articles are to be placed in specific drawers. Clothes are to be hung in the closet in a certain order, buttons all facing the same way, with hangers evenly spaced. Shoes have their own little corner.

Beds pose another difficulty. The average college lad, used to throwing the blankets over the bed in a haphazard fashion, finds it difficult to accept the idea of folding the corners at exactly forty-five degrees—pulling back the top sheet precisely ten inches, and folding the pillow properly. The inspection guide even tells trainees how far to open the windows, how high to raise the venetian blinds, and at what angle to set the slats of the shades. These things, however, soon become an integral part of the daily routine.

Just as the last corner of the bed is folded, the call "Let's go, B Flight" roars down the hall, and the members fall out in front of the barracks to march to breakfast. Then back to the rooms to complete inspection preparations. Finally everything looks perfect—the floor is clean, shelves dusted, and drawers open the required three inches.

At 0745 the call comes again and cadets march to the parade square for their personal inspection. The flight commanders inspect each cadet for knife-edged trouser creases, shirts properly pressed, white flashings scrupulously clean, and shoes which eventually get the required mirror finish. Inspection over, cadets have a brief chance to relax and prepare for morning lectures.

On the academic side, students receive instruction in various Air Force subjects. Service Writing outlines the format of the service and civilian letter, the memorandum and the message. Effective Speaking, one of the major subjects, consists of a number of impromptu speeches plus two and four-minute prepared speeches. Talks are recorded, thus giving students the opportunity to hear and criticize their own speaking ability.

Passive Defence is an eye-opener to the realities of nuclear warfare, and prepares students to help themselves and others in the event of an emergency; weapons training on the Browning 9mm automatic piston forms another part of the syllabus. Other courses include General Service Knowledge, Service Law, and World Affairs.

The sports program is well organized both as a regular class and an extra-curricular activity. The

foundation of the course is the 5-BX plan, a series of exercises which become progressively more difficult. By the end of the five-week course, trainees are struggling with chart eight which includes fifteen push-ups and the equivalent of an eight-minute mile. The remainder of the sports period is devoted to football, soccer or baseball. Pushball is occasionally featured as an added attraction and trainees endeavour, by fair means or foul, to move the six-foot pushball over the opposition's goal line.

Morning lectures start at 0820 and dismiss for lunch at 1145. Students reconvene for the afternoon session at 1305 and dismiss for the day at 1620. It is generally a weary bunch of flight cadets who droop back to the barracks to take advantage of the short time before supper.

Evenings are usually free, once the trainees have completed their chores. Uniforms must be prepared for the following day, but other than this nothing is scheduled except the sports program. Each flight has a baseball, swimming, and basketball team which combat each other in a tight schedule.

The cadets learn many of the other aspects of service life which

they will encounter in later careers, including the traditional formal mess dinner.

Another course highlight is the long week-end trip to New York. Cadets leave on Friday evening by chartered bus, and arrive in New York about 0900 Saturday morning. After an adventurous and in most cases expensive week-end, students board the buses at noon on Monday to return to St. Jean.

Drill competition, judged by the Commanding Officer, is one of the most important events, reflecting as it does the attitude of the cadets towards service life. It shows how well they have responded to training, how well they receive and obey commands and most important, their service attitude. Judgment is based on uniformity of cadence, dress and movements. Trainees compete for a cup which is presented at the graduation parade.

On June 29th, the course reaches its climax, and this year Air Commodore F. S. Carpenter, AOC of Air Transport Command, was the reviewing officer at the graduation parade. The honor guard inspection took place at noon, followed by the parade itself at 1500, when A/C Carpenter presented awards

(Continued on page 20)



ROS cadets prepare for exams in the library at College Militaire Royal

S/L A. W. FISHER HEADS NEW COUNCIL AT RCAF WINNIPEG

Squadron Leader A. W. Fisher of Wadena, Saskatchewan received the chain of office for Mayor of the Winnipeg RCAF Community from Group Captain J. F. Mitchell, Commanding Officer RCAF Station Winnipeg.

S/L Fisher replaces the incumbent S/L R. A. Coulter as Mayor of the 650 family community comprising some 3,000 persons. The new councillors are: S/L J. K. Dalgleish; WO2 J. Semochuk; Sgt. K. L. Robertson; LAC H. A. Dalwood; Sgt. R. E. Mitchell; Cpl. J. Price; Sgt. W. J. Ridley; Sgt. P. N. Noble; Sgt. R. J. Keyser; WO1 A. R. Edwards; F/L P. K. MacDonnell, and F/O R. A. MacInnis.

The electors voted twice during the campaign. The first vote narrowed the candidates to three in each seat and the second vote decided the winners.

The new mayor and council hold office for a year. All work is voluntary and each receive a token fee of \$1.00 for their services.

The work of the council can be linked to that of any small town. They look after little league ball, recreation, playground equipment, work in conjunction with St. James regarding civil defence and generally oversee most of the needs of the community.

The Council meets monthly plus special sessions and provide direct liaison between the RCAF development and the St. James and Winnipeg administration.



S/L A. W. Fisher — the newly elected Mayor of the RCAF Community is congratulated by the incumbent S/L R. A. Coulter while G/C J. F. Mitchell Commanding Officer RCAF Winnipeg looks on.



The 1960-61 Council, standing—left to right: F/O R. A. MacInnis; Sgt. W. J. Ridley; Sgt. R. J. Keyser; Cpl. J. Price; seated—left to right: Sgt. P. N. Noble; WO2 J. Semochuk; LAC H. A. Dalwood; S/L A. W. Fisher; F/L P. K. MacDonnell and Sgt. K. L. Robertson.



The 1959-60 Council, rear row—left to right: Sgt. E. B. Latham; WO2 G. R. C. Griffithy; F/L A. D. McLaughlin; Cpl. T. F. Shannon; front row—left to right: Sgt. L. H. Pearson; Sgt. P. L. Moore; S/L R. A. Coulter; Sgt. N. H. Irving and FS V. E. Sanderson.



SAFETY A Necessary Factor

SOMETHING'S moving in your sights. The safety catch is off and you're squeezing the trigger. Hold it! Make sure that it isn't human game you're about to bag!

Two hundred hunters are killed every year in hunting accidents. And every fatality can be avoided by observance of simple safety measures. Each time the culprit is carelessness.

Uppermost in the safety code of the hunter should be a constant respect for every hunting weapon.

Remember the following rules:

1. Treat every gun as if it were loaded, until you inspect it carefully to make sure it is not.
2. Always point the muzzle in a safe direction.
3. Be sure of your target before you squeeze the trigger.
4. "Alcohol and gunpowder do not mix."

Follow the advice The House of Seagram stresses in its annual moderation messages directed to the nation's sportsmen: "Whiskey has no place in the field. If you drink, drink sensibly, in moderation, after the guns are cleaned and racked. Keep your powder dry . . . because a gun is only as safe as the man behind it."

Once afield, remember there are several ways to carry a gun so that it's pointed safely yet ready for instant use.

One of the best positions is to grip the small of the stock by the trigger hand and cradle the barrel in the crook of the other arm.

Some huntsmen hold the rifle with the right forearm under the balance point of the gun and the butt beneath the right armpit.

Still another safe way is to hold the fore-end with the left hand,

the small of the stock in the right hand. The familiar shoulder carry is also used.

Each position is acceptable but the important things to keep in mind are "watch the muzzle" and have the gun under your constant control.

Your trigger finger should be out of the trigger guard and the safety "on" until read to shoot. The safety can easily be pushed to the "off" position as the gun is swung to the shoulder. At the same time, your finger can find the trigger.

When the hunt is over and you're preparing to place your gun in the car, make sure the gun is unloaded. Actually, whenever a hunter takes a breather, for lunch, a cigarette, or just to rest, he should unload and open his gun.

When crossing a fence, unload, open the action and place the gun under or over the fence. Then climb the fence and reload on the other side.

Never use a loaded gun to flush game and don't run with a loaded gun.

Parties hunting together should agree in advance on the area of fire each hunter will cover. This is especially true for groups hunting birds, rabbits or other small game.

No hunter should ever let his muzzle point in the direction of one of his companions even when he is following game. It is far better to pass up a shot than to be forever sorry it was fired.

As a hunter cautiously moves through the forest, all his senses are focused on locating and bagging his game. Unless he is in full control of himself he is likely to blast away at the slightest movement or sound. Selfcontrol doesn't come easily—but it's basic to safe hunting.

Your hunting trip has ended successfully and safely. You're ready to start for home. Check the magazine and chamber to be sure they are empty. And hope that the hundreds of thousands Canadians who take to the fields this season will also follow these rules for safe . . . and happy hunting!

Know Your Local Game Laws

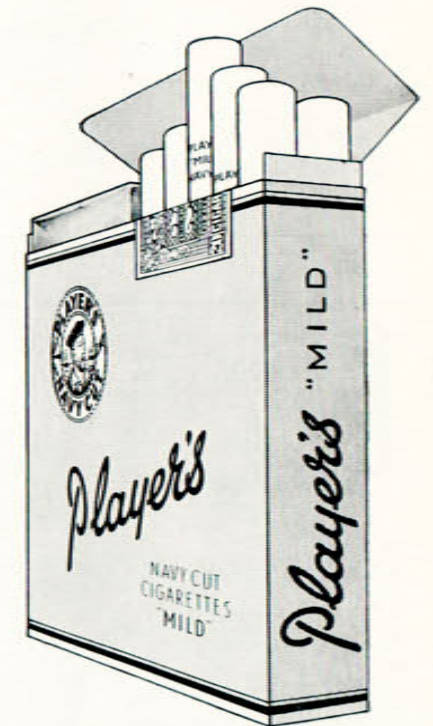
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WHY JOHNNY CAN'T READ



"WHY can't Johnny read?" This is the searching question worried parents put to Canadian educators.

Scientists now suggest that the question in many cases should be rephrased: "Why can't Johnny see?"

To his playmates, Johnny is "a dumb kid." To his teachers he is a retarded child. The social worker says he "fails to adjust to his environment." And the cop on the block labels him a "juvenile delinquent."

Johnny is one phase of a national problem. . . .

But the story started long before. Reading is the key to modern education, the key which unlocks a developing personality, an ego getting its start in life.

Without this development, the child deteriorates into someone unable to cope with his environment or keep up with his contemporaries.

With regard to reading, the main tool of learning, a noted authority on children puts it this way, Vision is the key to a child's whole personality," says Dr. Gesell, director of The Gesell Institute of Child Behavior. "To understand a child, one must know the nature of his vision."

In the old days, the doc sat you 200 feet from a chart known as the Snellen Test—a big placard of letters and numbers pyramiding down from a giant, staring "E" to a line of gibberish in minute symbols at the bottom.

If the patient could read down to letters 1/8 of an inch high, he

was adjudged to have 20/20 vision. That cliché drummed its way into the American language as a synonym for "normal" vision.

A professor H. Snellen devised this test in 1863—nearly 100 years ago. That was the era of Deadeye Dick and other crack shots of the Old West—an era when popular education was relatively primitive. Deadeye Dick was not only illiterate; it is likely that he was so farsighted he couldn't have told time on his pocketwatch.

By the time Teddy Roosevelt was a boy, times had changed. Young Theodore was abnormally shy, backward at school and sickly. On a hunting trip with other boys, he discovered that other lads could read a sign *he couldn't even see!*

Teddy told his parents about this disquieting incident and was taken to a specialist who fitted him with the gleaming lenses which (along with those famous teeth) became his trademark. Improved sight changed a shy, slow introvert into a world leader.

Today, nearly a century after Snellen, our ideas about sight changed. "Nearpoint" acuity, or clear vision within arm's length, is far more important than vision at 20 feet—the standard on which Snellen based his test.

So you have 20/20 vision! So what? Scientific evidence indicates that the majority of children with 20/20 vision are less successful than those who fail the Snellen Test, but who have good "short distance" vision. Ours is such a "near point" civilization that the short-sighted child who reads well

may have the advantage over the Deadeye Dick next door.

Within the 12-to-20 inches of reading distance a child acquires 80 per cent of the training on which his future as an adult is determined.

All of which brings us back to Johnny—and perhaps to why he can't read.

Modern science has devised tests to determine the visual ability children from the age of three. And from those tests, doctors can diagnose whether corrective measures should be taken to better Johnny's chances in life.

"From the child's visual behavior it is possible to classify him as an achiever or a non-achiever," the American Optometric Association states in its forthcoming report to the 1960 White House Conference on Children and Youth.

Preliminary surveys taken in sample areas throughout the U.S. add a chilling footnote to this report. *Four out of ten grade school children are handicapped by faulty "near" vision.* And in most cases this handicap could be corrected with lenses or simple eye exercises.

Johnny's posture, personality and general behavior are also affected by poor vision.

A child depends more on sight than on hearing, taste, smell and touch combined. A child who doesn't see properly may tilt his head or squirm into weird positions to avoid using one eye. Such

(Continued on page 18)

UNUSUAL WEDDING

What otherwise might have been a very lonely wedding, turned out just the opposite, due to the efforts of section members at the Morse Training establishment at 2AOS.

It all started in Germany, in 1956, when Peter Wesselon on a NATO cruise with the RCN, met the lovely Edith Welbers in Hamburg. It was love at first sight, and though the ship finally sailed away, these two did not forget. Many letters travelled back and forth until the fall of '59 when his ship once again returned overseas. This second meeting confirmed the earlier attraction and the couple were engaged to be married.

On his return to Canada, "Pete" left the navy. Last July he re-joined, this time with the airforce, and sent for his bride-to-be.

Edith, alone and a little frightened, departed Germany and after fifteen days at sea, the young lady stepped ashore at Montreal. Her

first glimpse of this newly adopted homeland.

Now, things were becoming more complicated, "Pete" was transferred to Winnipeg, reporting here on October 5th. In co-operation with Padre Ross, October 8th was decided on as the wedding date.

The Morse section under Sgt. "Vern" Wilson quickly organized the forces. The bride would be given away by himself; Mrs. Wilson would act as the Matron of Honour and LAC Cardwell could serve as best man. All section members and their wives were invited to attend the wedding and a reception to be held at Sgt. Wilson's home in Fort Garry.

The bride looked lovely, and the groom was indeed proud and quietly amazed. The ceremony, as arranged by Padre Ross, was impressive in its simplicity. Mrs. Wilson received high praise for

the remarkable reception arrangements made on such short notice. Everything was perfect.

The RCAF too, pitched in. LAC Wesselon and his new bride will be departing on an overseas transfer sometime in January, thereby providing Edith the opportunity to visit the family and expound the fine tributes of her new husband. Of course, there will be much talk of the astonishing wedding attended by so many—"complete strangers."

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S/L R. E. CHURCH CD



WO1 T. G. PICTON CD

BACK in October 1940, AC2 Church trudged through the mud of Stevenson Field, on a security detail. Today, 20 years later, S/L "Bob" Church is again in Winnipeg, but this time the detail as SAO, though less muddy, is far more complicated.

Many of our station personnel who do not know S/L Church personally, may well visualize this man as a 'down to earth' statistician whose only interest in life has, and always will be, the counting-of-the-coins or, the inhuman slashing of your claim amount.

Contrary to such beliefs, "Bob" is a normal, pleasant person whose airforce career has been both varied and interesting. As a pilot he achieved the coveted A2 instructional category which confirmed a mastery of all aircraft types. This, coupled with a class "A" examining officer's certificate, indicates a most enviable flying career.

Squadron Leader Church commenced a banking career back in his home town of Renfrew, Ontario, where he was employed by the Royal Bank of Canada. This was interrupted in October 1940, when he journeyed to nearby Ottawa to enlist in the RCAF.

"Bob" followed the usual 'Manning Depot' routine as any other AC2, including the guard detail as previously mentioned. As an air-

crew trainee the first phase of pilot training was at the ITS in Regina. The lakehead city, Fort William, Ont., was the scene of the elementary phase where that very ancient "Tiger Moth" quivered, shook, and bounced to the tune of the fledgling pilot.

More circuits, bumps, and nav-trips, this time aboard the 'Anson,' finally won S/L Church his pilot's wing. This latter phase was at Brantford, Ontario. The date, May 12, 1941.

Following an instructional course at CFS, Trenton, and much to "Bob's" disgust he was returned to Brantford as an instructor. The stay here was a short one though, less than a year later he moved to the Conversion Training School at Rockcliffe.

This, in "Bob's" words—"Was a most interesting tour. Here pilots were trained on many types of aircraft. Students with an above average flying ability, but low ground school rating, were sent here to improve on the one, and better the other. The majority of these trainees were slated for pilot duty in the Ferry Service, Transport, Air Observer and Gunnery Schools across the country."

He continued: "It was a great change from the 'Ansons' at Brantford. The staff here were a highly skilled group of pilots. It was here

that myself, as an instructor, received excellent tuition and experience in such aircraft as the Harvard, Anson, Oxford, Fairey Battle, Bolingbroke, Hampdon and Lysander."

No longer was "Bob" a fledgling. Later, he instructed on many other types of aircraft. At St. Eugene, he flew Fleets and Cornells. This variety was to be increased even further.

Now, having proven exceptional instructor qualities S/L Church returned to Trenton for a Senior Instructor's course. Here the Hurricane and Hudson served as the classroom. In September '44, he moved to Debart, N.S., for operational training with the 'Mosquito Bomber'—then overseas.

With the successful invasion of the continent, "Bob" joined No. 418 (all-Canadian) City of Edmonton squadron, working out of Coxyde, Belgium.

"The field was only five miles from the German held Dunkirk," said "Bob." "Then one night they zeroed the big guns in on us, which was one good reason for our move to Volkel, Holland."

Squadron Leader Church then related a humorous story about an army supply convoy moving through this area. The tale was

(Continued on page 22)

AN oft repeated phrase around the station these days is: "What's the new SWO like?"

Voxair, of course, cannot fully answer this query, but it can vouch for a most pleasing personality coupled with a highly cooperative attitude. Along with these good qualities, one is impressed by a man of immaculate dress and appearance. All of which (pure speculation of course) leads one to assume that this same high standard of dress will be demanded from others.—A hunt, perhaps?

Regardless of the new SWO's degree of hardness; you may be sure that he is a man to respect rather than to fear.

"Tom's" assignment as Station Officer here at Winnipeg is the first separation from his trade as an A/C Maintenance Superintendent. A fact which emphasizes the RCAF's reluctance to relinquish its skilled technical personnel to the "housekeeping" phase of the organization.

Born in Greenwich, England, "Tom" had scarcely opened his eyes before his parents stepped aboard the boat enroute to a new life in Canada. Settling in Ottawa, the family remained there until 1936, when they moved to Quebec city. Finishing high school in 1934, "Tom" decided on a navy career. He visited the naval recruiting unit

in that city and joined the permanent force. Six months later, he purchased his discharge and in May 1936 joined the RCAF permanent force.

His first posting was to the TTS at Camp Borden, where he attended the old Aero Engine Mechanic (AE Mech) course. On successful completion of this course he was sent to No. 8 SFTS at Moncton, New Brunswick. It was now war time.

June 1940, our personality plied his trade at No. 6 Bombing and Gunnery School then situated at Mountainview, near Belleville, Ontario. Here the "Warrant" worked on such old timers as: the Fairey Battle, Nomad, Anson MK 1, 2's and IV's and the Bolingbroke. These were busy times for the airforce. The Commonwealth Air Training Plan was beginning to gain momentum.

Three years later, in July 1943, "Tom" married Thelma Margaret Bowman and in Sept. '43 was moved to No. 30TU at Debart, Nova Scotia. At this unit, aircrew personnel were introduced to the all-Canadian "Mosquito" aircraft. As an Aero Engine type "Tom" was keeping pace with the more complicated and powerful engines now coming into use.

In 1945 he was sent overseas to St. Athens, Wales for a special

'Merlin' course followed by a trip to Scotland for a first-hand look at the very latest power plants being turned out at the world-famous Rolls Royce plant at Hillington.

Returning to St. Athens, Warrant Officer Picton received further practical instruction. This was all in aid of the RCAF forming a 'Tiger' force for proposed duty in the Far East against Japan. After the initial plans were laid, the nucleus of this force returned to a planned assembly point at Scoudouc, New Brunswick. Of course, the atomic bomb brought about a much earlier VJ-Day than was anticipated and the force was disbanded.

During the early post war years, "Tom" was stationed at Greenwood, N.S., did a tour of instructional duty at the Aero Engine School in Aylmer, and later moved with it back to its original location at Borden. During this instructional tour at Borden, "Tom" travelled to the General Electric Corporation plant at Lynn, Mass., where he was introduced to the "J79." "Tom's" technical notes now included a new fly-leaf—"Jets."

Later the same year, Oct. '49, the "Warrant" was transferred to No. 12TSU at Weston, Ontario. (Continued on page 22)

OFFICERS WIVES' CLUB

FALL TEA



RECEIVING LINE

Mrs. J. G. Bryans, Mrs. J. F. Mitchell, Mrs. D. R. MacBeth, Mrs. J. G. Proulx



NEW EXECUTIVE

Mrs. D. R. MacBeth, President, Mrs. R. E. Patterson, Vice Pres., Mrs. W. A. Grybo, Secretary, and Mrs. A. Hyam, Treasurer

"Why hello there, haven't seen you since . . ."

"My, look at the lovely tan . . ."

"Did you enjoy your holidays . . ."

So went the trend of conversation at the Welcoming Tea held in the Officers' Mess on Saturday afternoon, 24 September. The purpose of the tea? To renew acquaintances long neglected due to lazy summer days, but most of all to help make feel at home the wives who arrived in over the holidays (and who still felt pangs of loneliness for their friends back at Station such-and-such).

The convenor, Mrs. H. L. Howes, wife of American exchange officer Major H. L. Howes, certainly did credit to her elected office. The setting was lovely; gleaming silver services, white cloths, colourful autumn flowers, and muted lighting. Soon the hushed awkward tones turned into gay laughing voices, and it was noticed many stayed on chatting till shortly after the 4:30 p.m. curfew.

A most gracious receiving line greeted the members. Mrs. J. G. Bryans, wife of the Air Officer Commanding; Mrs. J. F. Mitchell, wife of the Commanding Officer; Mrs. D. R. MacBeth, president O.W.C.; and Mrs. J. G. Proulx, retiring president.

For many, this was to be the last occasion they would see Mrs. Bryans, who will be leaving us in early December when the Air V. Marshal retires. On behalf of the members we say to A.V.M. and Mrs. Bryans—Bon voyage!

Support Poppy Day

VAN'S VERBILITY

By WO1 J. W. VAN BUSKIRK

I was working on a Poppy Day campaign a few years ago and was looking for a human interest story, when as luck would have it, I met Farmer Jones.

I learned that Farmer Jones was a hard working, God fearing man, who asked for no special favour from any man, nor did he expect to give any. On first impression you might consider him to be a taciturn and gruff individual, however, if you met him under the same circumstances as I, you would no doubt reserve such a judgment.

It was the 10th November, 1950. The day as I recall, was cool yet beautiful and extremely comfortable. The village main street was still a bit dusty from Summer carry over and the urban people who were about doing business certainly would not attract any particular notice.

As I leisurely strolled along, my attention was drawn to a horse and buggy that had just stopped in front of a general store. The horse was ancient and so was the high wheeled buggy, and the man who seemed to be molded to the seat. Perhaps I never would have given a second glance to this apparition, and it did seem quite unreal in many ways, only, fastened to the bridle rosette was a bright red poppy! I was somewhat taken aback and most curious to learn whether or not this was some form of mockery.

I approached the sullen appearing, old man, one of a lost pioneer generation and introduced myself as a Public Relations Man working on behalf of the Canadian Legion. I remarked that I had noticed the large Remembrance Day Poppy on the horse's bridle and wondered if there might be some particular reason for it being worn as an adornment on the harness.

Dark, piercing eyes penetrated my inner thoughts and I suddenly felt quite uncomfortable and stripped of my confidence. His voice seemed moderate in pitch, yet resonant.

"Anyone hereabouts could have told you, the horse belonged to the Boy. The lad was five when the colt was born. You might say, they were colts together. The Boy started to ride him when he was seven and from then on they had a lot of respect for each other. They were a great pair of youngsters and I guess old Doc, here, was pretty spoiled. John was 18 when he went away to war. I think that inside he was sorry that there was no cavalry so the horse could go too. I think the old horse felt the same way even if he was getting along in years.

John stayed in Europe. He didn't have any choice. You see, they buried him there. The shock killed his Mother, she was much younger than me and not used to such misery.

Every year about this time when people get to talking about respecting the war dead, Old Doc and I get our poppies on. I don't suppose there is anyone that respects the war dead more than Doc and I."

I thanked the old gentleman for his story and his time but he waved me off and continued into the store. There were no tears on the leathery old cheeks yet you had a feeling that remorse was

being retained inside through all these years. Even the old horse seemed resigned about things and as he parked there with his eyes closed, a colorless, dilapidated creature of Nature, splay footed and spavined, I couldn't help wonder if perhaps there wasn't some reminiscence going on about earlier days when he romped with a small boy in a pasture.

ODE TO BALD-HEADED AIRCREW

THE ringing sky's a young man's reservation
Where none but those with strength of youth belong.
The cloud-throned gods, who ask propitiation,
Insist their acolytes be young and strong.
When faded wings recall to those who wore them
How freedom's cheque was signed with vapour-trails,
The heats of ancient days stir those who bore them,
But are to other only twice-told tales.

To all the world there comes the death of glamour
When memory fades that glory ever called;
And if some can't forget the flak's wild hammer,
Nor more can they forget that they are bald.
Who wore their hats at ever-cocky angles
To tell that they were set a race apart
Now know there is no eye that time's long wrangles
Can't steal the sparkle from, nor cool the heart.

Day follows day, the clock-hands move forever,
Each morning sees the sunset at its feet;
We pay to learn, and when we think we're clever,
We find our wisdom all is obsolete.
Age to young eyes so sorry is, but sorrier
Are those who speak of naught but battles gone;
Ah youth! grow never to a wrinkled warrior
Who thinks that time should never have moved on.

N. W. EMMOTT,
Squadron Leader

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NEWS IN PICTURES



Mrs. W. B. M. Millar makes the first purchase following the official opening of the Westwin Exchange on Oct. 16th. Persons attending the opening were treated to refreshments in the Snack Bar. Left to right: WO2 A. Carter; Mrs. W. B. M. Millar and Mr. H. Stephenson.



Left to Right, standing: Clive Bate, instructor, Frank Fisher, Barry Noyles, Sheldon Heppner, Paul Barrett, Chris Thomas, Ray Ashbury, F/O Don Hall, instructor, S/L R. A. Coulter, chairman Junior Rifle Club. Left to Right, kneeling: Bob Coulter, Bryan Mitchell (Provincial champion), Murray Roberts, Gary Booth, Norman MacMurphy, Jerry Price.



Mrs. J. F. Mitchell congratulates the Station Warrant Officer WO1 T. Picton on winning the initial Door prize during the opening ceremonies. The second prize was won by Mr. Donaldson. Left to right: WO2 A. Carter; WO1 T. Picton and Mrs. J. F. Mitchell.



Group Captain J. F. Mitchell, CO, RCAF Winnipeg points out the various units on a station chart during a briefing to the Winnipeg Lions Club on Oct. 15th. The Lions Club and their wives were guests of the station on this date and toured through the various sections during the afternoon.



Air Commodore M. P. Martyn (left), Chief Staff Officer at RCAF Training Command Headquarters and Group Captain J. F. Mitchell (right), CO Station Winnipeg, welcome Lt. Gen. James Briggs, Commander of the United States Air Training Command, accompanied by a party of ten staff officers from his Headquarters — to RCAF Station Winnipeg.

The group from Randolph AFB Texas were on a tour of Canadian bases and during their stop over at Winnipeg visited the Air Observer School, Central Navigation School, Training Command Headquarters and the Search and Rescue Facilities.

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NEW MINISTER OF DEFENCE

Mr. Harkness was born in Toronto on March 29, 1903, son of William Keefer Harkness and Janet Douglas Scott.

After attending Central Collegiate in Calgary, Mr. Harkness graduated from the University of Alberta with a Bachelor of Arts degree. He farmed and taught school in the vicinity of Red Deer, Alta., moving to Calgary in 1929.

Married to Frances Elizabeth, daughter of James Blair MacMillan of Brackley Point, P.E.I., and Calgary, he has one son, William Kenneth Blair, a lawyer in Calgary.

During the Second World War, Mr. Harkness participated in the invasions of Sicily, Italy and Northwest Europe. He attained the rank of Lieutenant-Colonel as Commanding Officer of the 5th Anti-Tank Regiment of the 4th Armoured Division.

Mr. Harkness started his military career as a high school cadet, and after joining the Canadian Officers Training Corps, he was appointed to a commission in the 20th Field Brigade Canadian Artillery (Non-Permanent Active Militia) at Red Deer in 1928. He

was promoted to the rank of Lieutenant in 1930 and in 1932 transferred to the 19th Field Brigade.

While in the NPAM he took a staff course and in 1939 was mobilized in the Canadian Army (Regular). He was appointed to the 2nd Anti-Tank Regiment RCA and proceeded overseas in 1940. He was transferred to the 1st Anti-Tank Regiment in 1940 and in 1942 was appointed Second-In-Command. From 1944 to 1945 he commanded the 5th Anti-Tank Regiment.

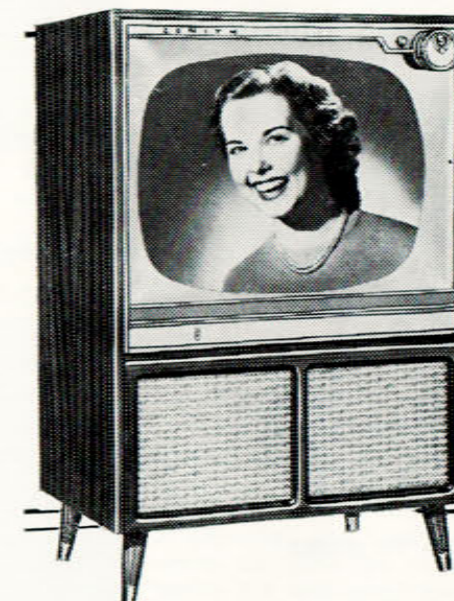
In 1943 Mr. Harkness was awarded the George Medal for "courage, gallantry and devotion to duty of a higher order" while officer commanding troops on His Majesty's Vessel Devis which was carrying vehicles, stores and personnel from England for the Sicilian campaign.

HMV Devis was struck by a torpedo just after mid-ship. Fire broke out immediately and within a

(Continued on page 19)

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JOHNNY CAN'T READ

(Continued from page 10)

a Johnny may grow up with a wry neck, a shoulder slump, or curvature of the spine.

If Johnny stoops, slouches, shambles and scuffs about like a miniature graduate of Actor's Studio, his vision may be to blame.

If he is anti-social and uninterested in sport, his sight may be the cause.

Short-sighted Johnny gives up the effort to co-ordinate hands and eyes in the far reaches of the baseball diamond and turns into a bookworm. Far-sighted Johnny withdraws from competition in the eyetorture of the classroom and will have nothing to do with books. Clinical studies show that 83 per cent of delinquent children suffer from a reading disability.

Visual training or glasses to help him adjust his vision to near tasks may be the answer.

If Johnny's problem is spotted

in time, his eyes actually can be "re-educated" to do their job. Just as fighter pilots learned to spot and identify enemy aircraft in combat, young Johnny can be trained to see, to observe and to record what he sees—to grow into a mature and useful citizen.

Tests will determine whether Johnny can focus and operate his eyes as a working team. How fast is his perception and his accuracy in looking from one object to another? Can he sustain focus at reading distance? These questions are promptly answered.

Colleges now are instructing future teachers how to detect symptoms of visual problems that may handicap a child. And experts urge that any child in the bottom third of his class be given a visual examination.

If such Johnnys are detected in time, they never again will be dismissed as "just lazy kids who could do the work if they only would

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RCAF CURLING COMMENCES

Captain J. F. Mitchell, Commanding Officer, RCAF Station Winnipeg throws the first rock to officially begin the 1960-61 curling season at RCAF Station Winnipeg. Curling is one of the major recreational activities at RCAF Station Winnipeg. Besides the regular league for the ardent curlers there are leagues for the ladies, juniors and the intersection league for the novices on the station.



Five Flag football teams were entered in the Flag football league at RCAF Station Winnipeg this fall. The teams were: Observers; Pilots; 111KU; Flight Cadets and Airmen. All games were played on the new football field behind the Recreation Centre on Whytefold Road. The Flight Cadet team won the league Championship. In the photograph G/C J. Mitchell, Station CO leads an offensive attack by the Pilots against the Observers — the Observers won.

DEFENCE MINISTER

(Continued from page 17)

few moments the fore part of the ship was cut off. There were continuous explosions of ammunition and the order to abandon ship was given.

Mr. Harkness, then a Major, proceeded with the orderly evacuation of personnel. A number of men, however, were trapped on the mess deck. He immediately went to the scene, organized a rope party and "succeeded in rescuing men from the flames and pulling them to the main deck."

Eventually all but two men who became hysterical were overboard. Maj. Harkness went aft with another soldier and reached the men who were clinging to fittings of the ship. They pried loose the clutching fingers of the men who refused to leave, threw them bodily overboard and then slid off into the water.

The men were rescued and HMV Devis sank three minutes later.

First elected to the House of Commons for the constituency of Calgary East in the 1945 general election, he was re-elected in 1949. Following the redistribution of seats in 1952 he was chosen to serve for the constituency of Calgary North in 1953, 1957 and 1958.

He was sworn of the Privy Council and appointed Minister of Northern Affairs and National Resources and Acting Minister of Agriculture in the cabinet of Prime Minister John G. Diefenbaker upon the formation of his government on June 21, 1957.

Appointed Minister of Agriculture on August 7, 1957, Mr. Harkness relinquished the portfolio of Northern Affairs and National Resources later the same month. He became Minister of National Defence on October 11, 1960.



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TENNIS COURTS

OFFICIALLY OPENED BY A/V/M J. G. BRYANS

TWO NEW TENNIS COURTS were opened for play at RCAF Station Winnipeg this week. Air Vice Marshal J. G. Bryans, Air Officer Commanding Training Command and Group Captain J. F. Mitchell, Commanding Officer at Station Winnipeg officiated at the opening ceremonies.

The new courts are located just south of the RCAF Recreation Centre on Whytewold Road. The courts have a surface of all weather asphalt mix specially designed as a compromise between long life and a favourable playing surface.

The opening of these courts completes the outdoor sports undertaking which includes a complete recreation area adjacent to the Recreation Centre. The main track and field facilities were put into use earlier this year.

With the new tennis courts available Station Winnipeg will attempt to provide training to players with a view to sending representatives to city and provincial tournaments next season.

Following the official opening, AVM J. G. Bryans, an ardent tennis player, played a set against Group Captain A. H. Middleton.

OFFICER TRAINING

(Continued from page 5)

for drill, sports and the track and field competition. After the presentation he spoke briefly, commending the staff for the job they had done in training the students and praising the students for the efforts they had made during the course.

The graduation dance that evening is the final function of the school. During the last day the cadets who have shared the trials and tribulations of ROS leave at intervals for postings ranging from Prince Edward Island to Vancouver. Students on contact training can be posted anywhere in Canada. Others who require specialized or aircrew training are sent to eastern or western training units.

On the final day, only 175 of the original 320 students remain. Many have been released due to unsuccessful university exams—others because they failed to meet the high military standards required.

For those who graduate, the rewards are rich—they are proud of their uniform, the RCAF and themselves. In five short trying weeks they have learned a discipline that will serve them well during the rest of their lives, whether they continue with a career in the RCAF or return to civilian life.

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PERSONALITY

(Continued from page 12)

told him while visiting an army Officers' Mess during the dying stages of the war.

"Our taxi area at Volkel fringed on a highway being used by the army. A convoy, travelling the highway at night under full blackout restrictions were somewhat confused as to their direction, when the OIC sighted a faint blue light ahead. 'Follow that light, driver!' was the command. They followed it. Off the highway, into a field, until—the light suddenly lifted into the air." "Bob" laughed, "they had seen the blue light of a taxiing aircraft and thought it to be another truck ahead."

Number 418 Squadron did night intruder work against enemy convoys, communications and supply lines. At their Volkel base they lived under canvas, which, as "Bob" said, "could be very uncomfortable at times."

In September 1945, S/L Church returned to England and soon after was on his way back to Canada.

On arrival at the release centre in Rockcliffe, this officer (F/L then) was interviewed by the SPSO who queried his pre-war banking experience. As a result of this interview S/L Church was soon assisting the hard-pressed accounts personnel in processing the war-time force. In October '46, he officially transferred to the Accounts branch, and continued working at Stn. Rockcliffe.

From December '48 until June '51, "Bob" was PAO for Stn. Toronto. A short tour at the Staff Reserve Officers' School at Kingston, followed by a transfer to Trenton, where he filled the position of A/SAO until 1953. Prior to his transfer to Stn. Winnipeg in April '59, S/L Church spent close to five years as SAO at Macdonald.

Due to an increased demand on his time in the accounting profession, "Bob" has gradually drifted from the flying phase of air force life.

"The last time I flew to any degree was back in 1950 when, as PAO at Toronto, I would fly down to Hamilton to pay the auxiliary squadron. It was a very convenient arrangement."

A great skeet-shooting enthusiast, "Bob" is equally a sharp when it comes to the actual duck shooting in the surrounding marshes. He holds the Winnipeg City and District skeet championship, and last year was runner-up in the Manitoba Open.

As *Voxair* goes to press, the first duck of the season has been felled. The family pet, a Golden Lab, "Lady" patiently waits for the week end, whence once again she'll thrill to her master's command to "retrieve."

Truly, an interesting and successful career.

PERSONALITY

(Continued from page 13)

Here he carried out inspections on the 'Goblin' engine for the DeHavilland plant there. A job well done paved the way for an internal transfer to the unit's HQ's, where the now-threadbare coveralls were laid aside in favor of the pen. This new position entailed the handling of miscellaneous contracts in the Toronto area.

Warrant Officer Picton held this post until 1953 when he was most happy to receive a transfer to 1FWG, Luffenham, England. "Tom's" official handle at this overseas base was Wing Tech' Warrant Officer, and here the headaches were of such names as: Sabres MK II's and V's; T33's and Beechcraft.

Returning to Canada in '55, the "Warrant" joined the AMC group at Rockcliffe. He operated under SACO (Senior Air Craft Officer) and his particular job was in the cataloguing division responsible for the much-referred-to CAP 10.

Three years experience on such detailed work properly seasoned WO Picton for a new branch—SOMIC (Senior Officer Material Identification Cataloguing). It was as complicated as it sounds. This is a relatively new branch of our publications designed to synchronize with NATO planning. Cataloguing in this new system employs a much more detailed description of RCAF supply equipment.

While at Rockcliffe WO1 Picton travelled via "Comet" to another 'Rolls Royce' plant in Derby, England, and to the 'Napier' plant at Acton. This trip was in conjunction with the procurement and cataloguing of spares for the 'Tyne' and 'Napier Eyland' engines for the RCAF's new CC106 and Co-mopolitan aircraft.

Warrant Officer Picton, since his enlistment back in 1938, as an "AF Mech," has progressed through all levels of that trade. Now came the big change. In July of this year he was selected to attend the SWO's course at Camp Borden. "Tom" once again returned to the old school site, only this time his course would be of an entirely different nature.

Arriving at Stn. Winnipeg last month, the SWO had this to say: "I am very impressed with the station itself, and what I have seen of the city so far, is most favorable. It is a complete change for both the family and myself. I really think our stay here will be a happy one."

Not only is "Tom" a newcomer to RCAF Stn. Winnipeg, this is his first transfer to a wester station, or, as he put it, "west of the Ontario border."

"I did travel across the west," he continued. "Back in '59 I made a trip from Ottawa to Victoria, B.C. as a member of a Civil Service competition board in search of technical writers for the newly formed SOMIC branch, as mentioned earlier."

He has yet to taste the prairie winter!

Away from the station, the "SWO" enjoys the outdoor life. He owns a 14-foot Sportscraft trailer and likes nothing better than to take off for the nearest lake resort. In a matter of minutes the 12-foot car-top boat is in the water; outboard rigged—then the search for the big ones.

Warrant Officer and Mrs. Picton, along with their son Gary, 14, and daughter Cheryl, 9, now reside at 498 Sharpe Blvd., where, we understand, the term "Western Hospitality" is rapidly becoming synonymous with RCAF Stn. Winnipeg.

We're proud indeed—to have you.

CREDIT UNION CONFERENCE

The week of 17 Oct. to 22 Oct. was Credit Union Week, celebrated on an international basis. Originating over 100 years ago in Germany, the Credit Union Movement is celebrating its 60th anniversary in Canada. During the past few years, many Credit Unions have been formed to serve the needs of Service Personnel at various service establishments throughout the country. One such organization is the Astra Credit Union Society Limited operating under charter from the Province of Manitoba, established for the personnel at RCAF Station Winnipeg, organized in December 1958. The members of Astra Credit Union realized that there are problems that are peculiar to service organizations arising primarily from the frequent moves of members from one unit to another across the country. It was thought that a meeting to discuss mutual problems and activities would be beneficial to Service Credit Unions. To this end a conference was arranged to coincide with Credit Union Week on Saturday 22 Oct. 1960 at RCAF Station Winnipeg. Representatives from Credit Unions in Calgary, Cold Lake, Saskatoon, Moose Jaw, Rivers, Portage la Prairie, Gimli, Fort Osborne Barracks, Aylmer, Ont. and St. Jean, P.Q. were in attendance. About fifty delegates and representatives attended.

Mr. Robert Dolan from the Credit Union National Association international office in Madison, Wisconsin, and Mr. Robert Ingraham from the Credit Union National Office in Hamilton, Ontario were the guest speakers. Also in attendance was Mr. Julius Sparkman from CUNA Mutual Insurance Society in the insurance arm of the Credit Union Movement.

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BOOK SHELF

By F/L E. TEIMAN

HISTORY GERMAN GENERAL STAFF

(Translated by Brian Battershaw)

WALTER GOERLITZ
(Praeger, New York)

THIS is an interesting and comprehensive compilation of the history of the Prussian and later German General Staff from its earliest inception during the Thirty Years War to its final surrender to the Allies in 1945.

With the coming of the European industrial renaissance, the waging of war was removed from the hands of Kings and Nobles, and directed instead by trained technical specialists who were in the main, anonymous.

During its earliest existence, the German General Staff was led by idealists with constructive political conceptions combined with ethical and Christian mentality. The emergence of the technicians whose political convictions were either non-existent or formed by military necessity only served to aggravate a national temperament which was at once adventurous, militaristic and expansionist.

With the collapse of the Second Reich, the General Staff was surreptitiously resurrected, but basically it was anti-republican in its approach to civil government, a factor which was dominant in part because of the oath of loyalty which the members of the Officer caste were required to swear to

the reigning monarch. Indeed the outstanding leader of the General Staff, Seeckt, was notably cool and distant in his dealings with the civil authorities of the twenties.

During the accession of the Third Reich, it was Hitler's decision to force a war which the General Staff felt would be a losing one, and in ignoring their counsel together with their attitude, there was created a deep hostility between Hitler and the General Staff, with some few exceptions. It was this hostility which was the greatest tragedy of the General Staff. Most of the members were torn between their patriotic, human and ethical responsibilities and their military oath of obedience. Continual strife due to these circumstances finally culminated in an attempt upon Hitler's life, which completed the final destruction of the German General Staff by Hitler. It might be said that it was destroyed because in spite of its avowed uniformity of purpose, it was composed of many different strains of intellectual and political mentalities. Some were cold aloof technicians, others with a wise emotional concept of European affairs, others dupes or Prussian drill masters, and some worst of all fanatical Nazis.

Mr. Battershaw has performed an excellent job of translating this important book, which should be read by the civil and military reader alike. There are many important lessons to be learned from the failures of this body, existing as it did in a democratic yet capitalist state, equally as important perhaps as the lessons learned from its successes, particularly now that we are poised on the brink of an even more perilous military age.

Again with the rise of a new German Army, we must be aware of the character and traditions of the German officer caste, impressed upon them by their history, even though that army is integrated with NATO. The moral is, that their history is dominated by the background of the German General Staff with all its complexities and its solutions to problems of world import, both good and bad.

The author, a young liberal historian, has written several notable books dealing with important figures of German political and military history. In Germany this history of the German General Staff, written after tremendous research, is considered the standard treatise in its field.



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