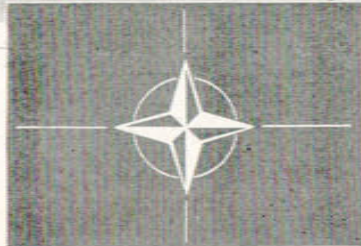


VOYAIR



An Airforce Newsmagazine



To NATO from Canada

Camouflaged in official NATO colors and proudly flying the Canadian Ensign on their tails, the first Royal Canadian Air Force squadron of AVRO CF-100's to join NATO air defence in Western Europe, departs for its base in France.

This flight, the first of several scheduled to hop the North Atlantic this year, is Canada's response to a specific requirement of NATO for all-weather, night fighters.

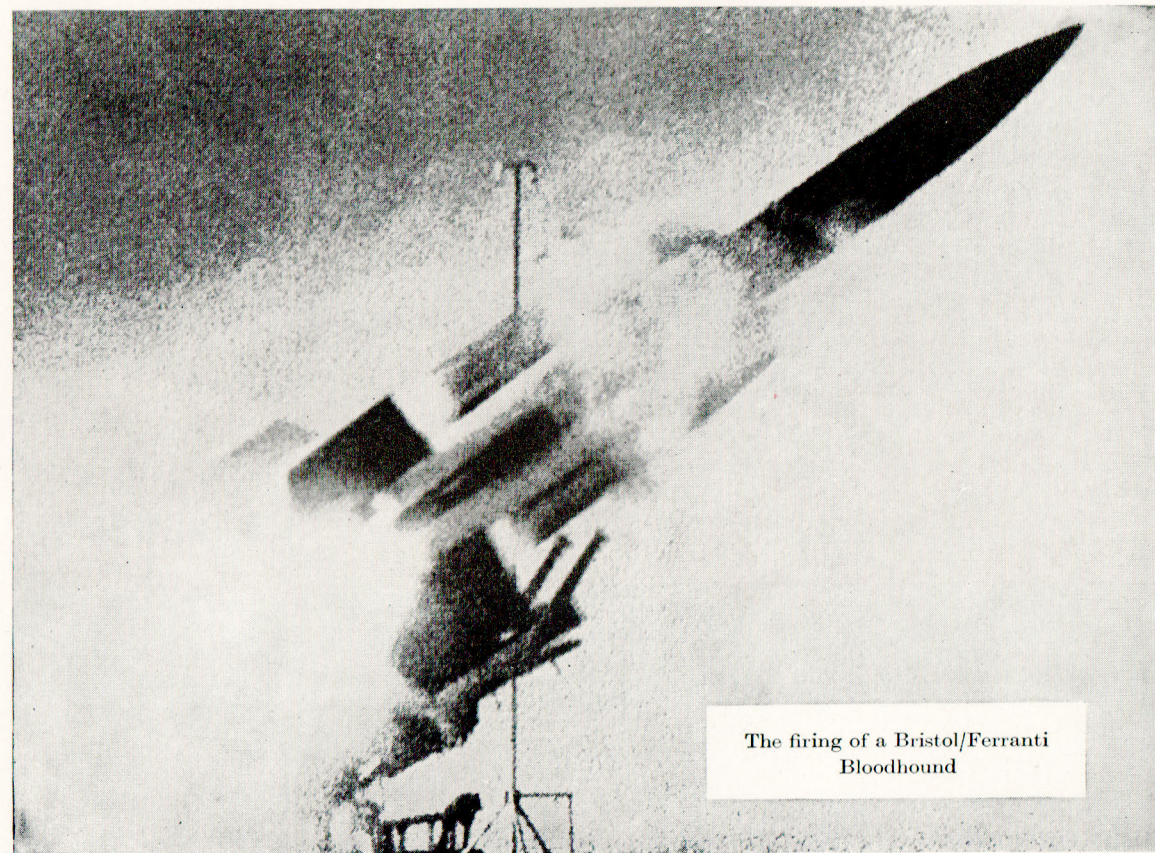
It is one more of Canada's contributions to the defence of Western Europe, while continuing round-the-clock interception alert in the defence of North America.



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The firing of a Bristol/Ferranti Bloodhound

BLOODHOUND COMPLETE DEFENCE SYSTEM ADOPTED AS MAINSTAY OF UK AIR DEFENCE

The Bristol/Ferranti guided missile system now tested, proved and in full production

The Bloodhound will become the mainstay of the United Kingdom's defence network as surface-to-air missiles progressively take over from the manned fighter.

It is a complete missile system, designed to be linked with existing radar.

Bloodhounds and their Bristol Thor-type ramjets have reached an extremely high stage of development. The system has already proved its effectiveness and is in production for the Royal Air Force.

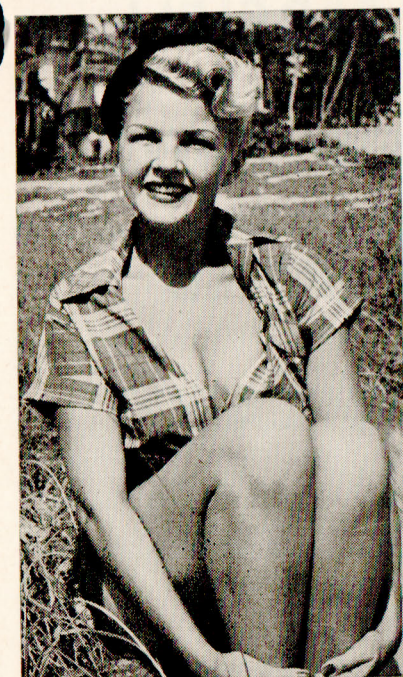
As an indication of the scale of Bristol's guided weapons programme it is—with the sole exception of the Britannia airliner—the largest single activity of the Bristol Group of Companies.

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AN AIRFORCE NEWSMAGAZINE

VOLUME 6, No. 6

AUGUST, 1957

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AIR MARSHAL H. L. CAMPBELL CB, CD.

**AIR MARSHAL
H. L. CAMPBELL
APPOINTED
NEW CAS**

Air Marshal Campbell was born on July 13, 1908, at Salisbury, N.B. He received his early education in the public and high schools of Salisbury and Moncton, entering the University of New Brunswick in 1926. He graduated with the degree of Bachelor of Science in Electrical Engineering in 1930.

Joining the RACF in 1931, Air Marshal Campbell occupied many and varied positions in the early part of his career. Shortly after the outbreak of the Second World War in 1930, he was appointed Director of Training Plans at Air Force Headquarters, in which capacity he assumed heavy responsibilities for the eventual success of the British Commonwealth Air Training Plan. In 1942 he was posted to RCAF Overseas Headquarters in England for duty as Director of Air Staff. This position involved him in the RCAF's operational activities throughout North Africa, India, Sicily, Egypt, Malta and Italy, and in the United Kingdom.

Air Marshal Campbell returned to Canada in January 1944 and was appointed Assistant Chief of the Air Staff. He relinquished this position in April 1945, on his appointment as Air Member for Personnel, a post he held until selected to attend the Imperial Defence College in 1948. On completion of the course he returned to Canada to become Air Officer Commanding, North West (now Tactical) Air Command with Headquarters at Edmonton, Alta. In October 1947 he was appointed Chairman of the Canadian Joint Staff, Washington, D.C. In this capacity he participated in the original work of the military committees of N.A.T.O.

In December, 1952, Air Marshal Campbell became Air Officer Commanding of the RCAF Air Division in Europe and held this position during the time the Air Division was being built up to full strength. In August 1955 he assumed his present post as Deputy Chief of Staff (Operations) at Supreme Headquarters, Allied Powers Europe (SHAPE).

NEW CAS APPOINTED

The Minister of National Defence, the Honourable George R. Pearkes, has announced that Air Marshal C. R. Slemon has been appointed Deputy Commander-in-Chief of the Canada-United States Air Defence Command. Air Marshal Slemon will take up his appointment in Colorado Springs at an early date. He will vacate his present appointment as Chief of the Air Staff and be replaced as Chief of the Air Staff by Air Marshal H. L. Campbell.

AIR FORCES INTEGRATION

The Minister of National Defence of Canada, the Honourable George R. Pearkes, has announced that a further step has been taken in the integration of the air defence forces of Canada and the United States.

**AIR MARSHAL
C. R. SLEMON
APPOINTED
TO JOINT ADC**



AIR MARSHAL C. R. SLEMON CB, CBE, CD.

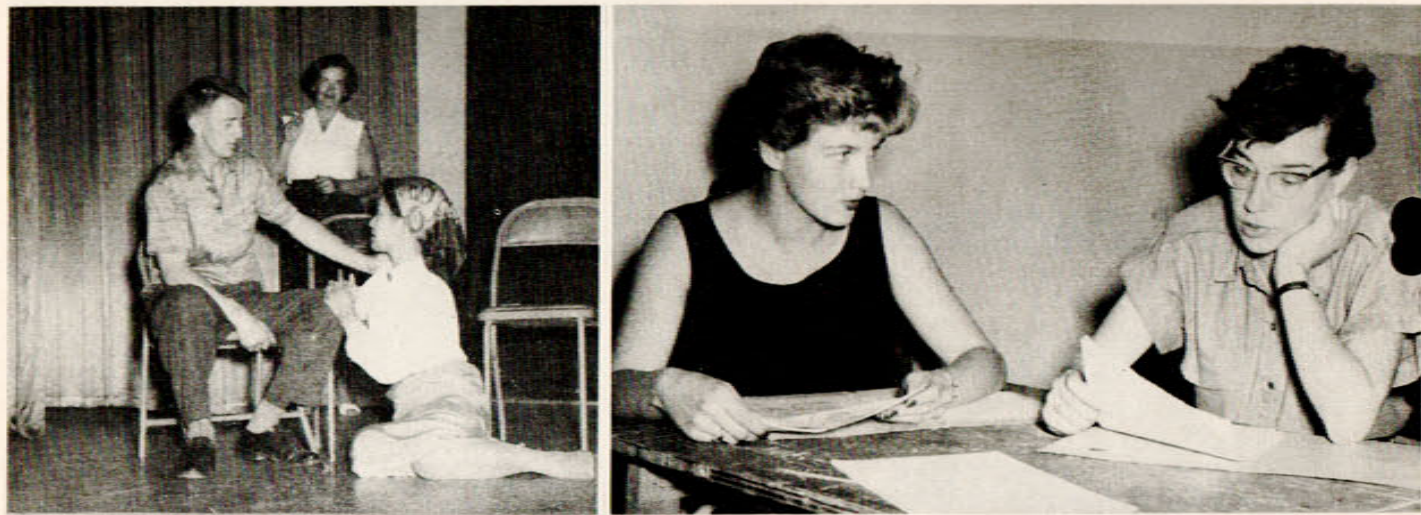
Air Marshal Slemon is the only member now serving of the Air Force's "originals" who is able to look back over continuous service from the creation of the Royal Canadian Air Force in 1924. Born in Winnipeg in 1904, he graduated with a Bachelor of Science degree in Engineering from the University of Manitoba. He began his Service career in the Army's Officer Training Corps, reaching commissioned rank of Lieutenant. In 1923 he joined the Canadian Air Force, a year before it became a permanent force and took the prefix "Royal" to its name. In 1924 he won his pilot wings. His early Service life included many years flying in the Arctic and sub-Arctic on exploratory and air mapping operations, in areas where much RCAF effort is increasingly directed.

A year's course at the RAF Staff College in England shortly before the war was followed by two years' service in coastal operations where he rose to command the RCAF Air Command on the Pacific Coast.

In 1942 he went overseas to organize the famed all-Canadian Bomber Group and for 2½ years was second-in-command of this force of fifteen heavy bomber squadrons during which period it reached its peak strength of over 24,000 personnel. Following a short period in command of this force, he rose to be Deputy Air Officer Commanding-in-Chief of the RCAF Overseas for the last few months of the European War, with the rank of Air Vice Marshal.

Air Marshal Slemon was then named to command the RCAF forces destined for the war in the Pacific, a position which dissolved when the Japanese surrendered.

After the war's end, he served as a Member of the Air Council in Ottawa until 1949 when he became the Air Officer Commanding of Training Command. In 1953 Air Marshal Slemon assumed his present position of Chief of the Air Staff of the Royal Canadian Air Force, with headquarters in Ottawa.



Left to Right, Top to Bottom
Scene between J. F. McDonald and Kit Kitamura has Gloria McElgunn Enthralled.
Marg Mathews, Kit Kitamura and Fran Derberault enjoy rehearsing a scene.
Relaxation time is enjoyed by all.
Donna Clarke and Joan Hill spend free time studying lines.

STATION DRAMA CLUB IN ACTION

Photos by CPL. D. ASKETT

J. F. McDonald tries his hand at set painting
Donna Clarke applying makeup to Joey Veroba.
"Let's put a bow here," says Gloria McElgunn to Joey Veroba. Also checking costumes is Marg Mathews and Kit Kitamura.



STATION DRAMA CLUB SUMMER WORKSHOP

"Make like a blooming flower"
... "Project! Remember, you're playing to the very last man in the very last row" ... "Never turn your back on the audience" ... "Accent your eyes more with the green." And thus another session of the RCAF Station Winnipeg Drama Club gets under way. The dozen men and women who are currently engaged in this interesting pastime are filled with more enthusiasm and drive than you've seen in a long time

These meetings were started for several reasons: to begin to prepare early for the first major Fall production, to let some members get over their initial "stage fright" before a sympathetic audience, and to acquaint more people with all of the aspects of doing a show.

It is recognized that everyone, well, almost everyone, has a bit of "ham" in them. The Summer Workshop, as this project is called, gives them just the chance they've been looking for to explore their

hidden talents. Everyone attending these meetings has enjoyed them. They discuss design, directing, acting, staging and also, during each session get to "tread the boards" in pantomime, a brief sketch, or do scenes from a popular play.

Another important aspect of this summer activity is the broad knowledge gained on all facets of working with an amateur theatrical group. One of the first things that each has to realize is that everyone must be a "jack of all trades." The budding Friday night actress will be the paint-splattering stage hand on Saturday. The handsome leading man builds sets in his spare time and the comic character actor supervises publicity and press releases.

The group meets each Tuesday evening at 8 p.m. in the Old Site Theatre. This building will be the scene for all future Drama Club

shows and (there's still time!) anyone—military, dependent or civilian—is urged to participate. The only qualifications are interest and willingness to learn.

If you aren't working with the Summer Workshop, the first real results that you'll see will be the presentation of a very funny Noel Coward one-act play on Sept. 12. The group has used this as their guide and everyone on Station Winnipeg is invited to attend. At that time the major Fall production will be announced along with tryout dates for that show.

The Drama Club realizes that their success is directly dependent on the support of all personnel both on stage and in the audience. The avowed purpose of the Summer Workshop is to make ready for a smash season and the real reward is the fact that the process seems to be so enjoyable.

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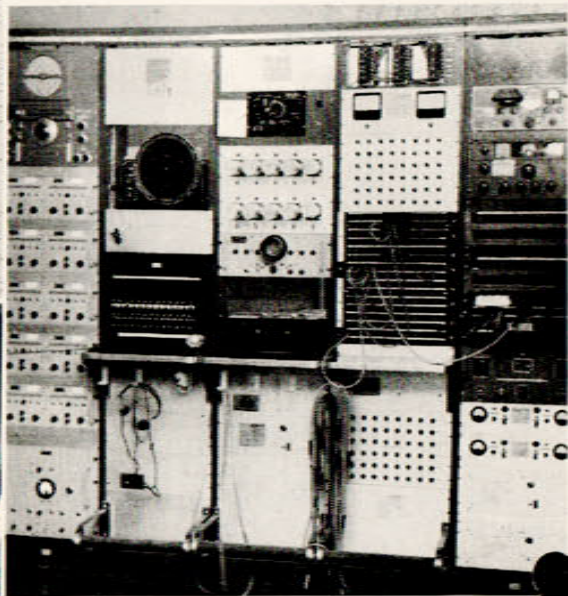
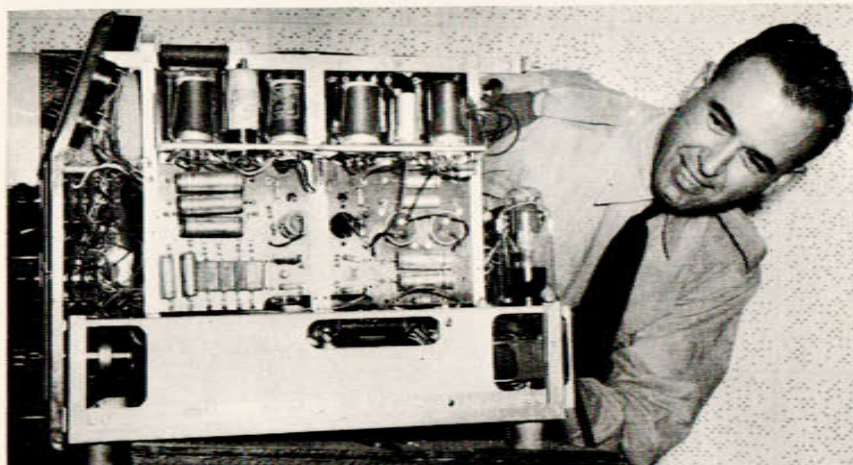
RCAF Canteens.

A LOOK AT

3 C.U.

By Cpl. Ron Baynes

PHOTOS—Cpl. Don Askett



"Around the World Around the Clock"

For most of the occupants of Building Two, or "CNS" as it is popularly known, five o'clock is quitting time. Radio and Nav students board their buses, the parking lots empty, and the sprawling "H"-shaped structure reverts to the loneliness of echoing hallways and deserted classrooms. But there is one wing, one half of one leg of the "H", where the fluorescent lights burn on and the staccato tempo of teletype chatters on into the night. This is the realm of 3CU, multi-million dollar installation and major nerve-centre of the RCAF.

To men in the Communications trades, this is the Western Primary. In the language of the trade, a relay is a centre through which the messages of many stations pass. In the RCAF's far-flung communications system, there are six major relays. Only two of these six are rated as Primaries. Winnipeg is one of them. Obviously therefore, this is a unit of more than passing importance. This it owes in common with Stevenson Field and the CPR yards to the position of Winnipeg itself, in the heart of the continent. 3CU, like the yards or the fields is a junction. Here, the lines which join the bases of the RCAF converge and are gathered together.

To the visitor who is aware of this, the sight of the unit in operation is something of an anti-climax. There is little outward sign of the tremendous activity taking place in the operating rooms, neatly, almost clinically laid out in towering lines of shiny metal cabinets. The chatter of the machines is softened by sound-absorbent walls—the narrow white tapes snake endlessly out of little slots in the cabinets, are removed and fed into other little slots, where they continue their transcontinental jour-



Top WO1 Tommy Foster working on equipment
Centre (L to R) Cpl. El Bayer, Cpl. F. B. Oliver, Sgt. A. Bonokowski—Trade Advancement.
Bottom SGT. J. GRAY: CCP

Top CCP Panel
Bottom LAC J. S. AKEHURST: On Send bay.
Cover LAC G. E. Dickson Telegraph Tech at work.

Sgt. J. W. Bain types up a "Supervisory message."
Miss Judy Bonkowski—Civilian teletypist at 3CU.
Cpl. R. Young at work on the Multiplex Equipment.

ney. Things move with an air of unhurried efficiency and routine precision. Occasionally a red light glows in the face of a cabinet, or a bell rings, indicating that a machine needs reloading or that an urgent signal is being handled. Half a dozen operators per shift control the flow of traffic. In an average month they handle one hundred and twenty five thousand messages. This is automation with a vengeance.

But behind this deceptive tranquility, a constant battle is going on at 3CU. The enemy is a remorseless and inexorable one—Time itself. The whole value of Radio or Teletype communication lies in Speed. Speed is in fact the reason for its existence and without it a signal is no improvement on a letter. So here as in all other Communications centres speed is the measuring stick. Where, in Supply, the question may be "How many?", and in Accounts, "How much?"—in 3CU, it is "How fast?". The great transcontinental stream of traffic must keep pouring through at speeds varying with the urgency of the messages. The massed arrays of electronic gadgetry which fill a major communications centre are powerful weapons in the fight against the old man with the scythe. But in the last analysis, the outcome is decided by that old-fashioned reliable—the man on the job.

The Officer Commanding 3CU is S/L D. V. (Don) Kyle, a former school-teacher and Education Officer, who has commanded the unit for the last 4 years. 3CU did not exist as such when he arrived in Winnipeg. There was a major teletype relay here, but the Air Force Communications System, of which 3CU is part, did not form until 1956. S/L Kyle can therefore claim to be the first OC of the unit. A native of Saskatchewan, he will be missed not only by 3CU, but by all of Station Winnipeg, when he leaves soon for France, to be replaced by F/L "Basil" Wood from No. 1, Canadian Div. at Metz, France.

F/L Wood is an ex-Com. Op. Supervisor, having been commissioned from the ranks here at Winnipeg in 1952, while stationed here with TAC Grp. He is scheduled to

take over his new duties' as O.C. 3CU on the 21st of August.

WO1 "Ev" Ogren of Winnipeg, is the Operations Warrant Officer, who as his title implies, supervises the communications operations of the unit. Responsible for the technical side of things, which is considerable, is WO1 (Tommy) Foster, the Technical Warrant Officer. Some idea of the scope and nature of these responsibilities is indicated by the sign which a former occupant left erected outside these offices—"Ulcer Alley."

Another Senior NCO, F. S. "Scotty" MacKay has toiled with the technical problems of the unit since its inception and is also alas soon to leave 3CU. Scottie's technical knowledge will be missed here and welcomed at his new unit, —

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the only other primary — 4CU, Rockcliffe. He is being replaced by F. S. L. Buck.

Not everyone in 3CU works at the "CNS" Building. The transmitter and receiver sites are situated far from the station and in these out of the way spots two technicians work twenty-four hour shifts surrounded only by their complicated and unsociable equipment. This is a tricky and sometimes monotonous job of maintenance, trouble-shooting and just plain waiting for trouble. The re-

cent installation of a TV set in each of these sites has done much to solve the problem of whiling away slack periods.

Social life among the staff is varied, active and subject to the peculiarities of shift work everywhere. There is always one shift on duty. Nevertheless, regular parties are held with the proceeds of well-subscribed entertainment fund. Most of the personnel celebrate while the working one-fourth bide their time. From all reports the CU-ers are a gregarious and fun-loving bunch whose parties are lively and successful affairs.

Hobbies and sports are numerous and varied. There is considerable interest in curling. Last season the unit boasted a girls rink, composed of LAW Audrey Righton, (Skip) Cpl. Ann Culligan, (Third), LAW Vi Carr (Second) and LAW Arlene Evanoff (Lead). The girls went to Lethbridge for a bonspiel 1st March and found that they did come home with a medal for bravery, conferred by the impressed officials. Other CU-ers are ball-players, golfers and there is even a rifle-woman member of the Rifle club—Cpl. Velma Gullage. Other hobbies include motor-cycling (S/L Kyle), Hi Fi (WO1 Foster) and appropriately enough amateur radio (WO1 Ogren and Sgt. Jim Gray). In this last named hobby, the unit won some distinction in last year's annual competition—a provincial second place.

F/S Dawson King was until recently the man in charge of the ever-active tape relay itself. Six years in Winnipeg, he left recently for Halifax.

Winnipeg was sad to lose him but for a native of New Brunswick the move was at least a step nearer home. His replacement, recently welcomed to 3CU, is F/S Mac-Donnell.

3CU with its transcontinental circuits, performs an Air Force wide function. But it is a part of the local scene. The personalities we have mentioned and many others we have not, contribute to the well-being and effectiveness of the station in general. To them, to their predecessors and successors, Voxair signals hearty good wishes, or as they say in Telecom . . . 73's!

By R. A. KAYES

Bind up a lightweight boxing champ, an all-star baseball catcher, and a hockey left wing into five feet six inches of lean, wiry airman and you will have a Perry Parson. After no more than four months of fistic training or inclination, he has won the Manitoba lightweight novice title. A novice is a fighter who has never contested an official match. Parson burst out of this class in boxing's most romantic manner—a K.O. This, and a hard fought decision in a second match, (both were fought at Olympic Rink) gave him the title which is open to all comers each year during the Manitoba boxing championships.

Parsons will not, of course, defend his title next year.

While Perry received all of his fistic training at his own expense at Winnipeg's Crescent Club, he fought under the RCAF banner. He gave the lack of interest in the sport on the station as his reason for training off the unit. He was conspicuous as the only airforce entry among a host of soldiers, sailors, and civilians.

The Crescent Club gave him his first and only training. Last January, while spending an idle leave, he heard about the club, visited it, decided that he liked boxing and became a member,—a very active one it would seem.

Previous to this he had not seriously considered boxing but had done well in other fields. At his home town of Smithers B.C., he played left wing hockey and

Personality

LAC
PERRY
PARSONS



caught baseball for the Tyhee Indians. At Station Penhold, he again chased pucks and at Winnipeg he caught for the station all-star baseball team last season.

Perry was born in Winnipeg and moved to Smithers with his folks about 12 years ago.

Smithers is a mining and logging town. Parsons has taken a hand on both as summer employment during his school years.

He joined the Air Force shortly after terminating his education. To date he has served nearly five years, two at Winnipeg and two at Penhold.

He is married to a Vancouver girl and has a four-month-old son.

We, along with Perry, hope that his example will spark an interest in boxing on the station . . .

And we are truly proud of his effort.

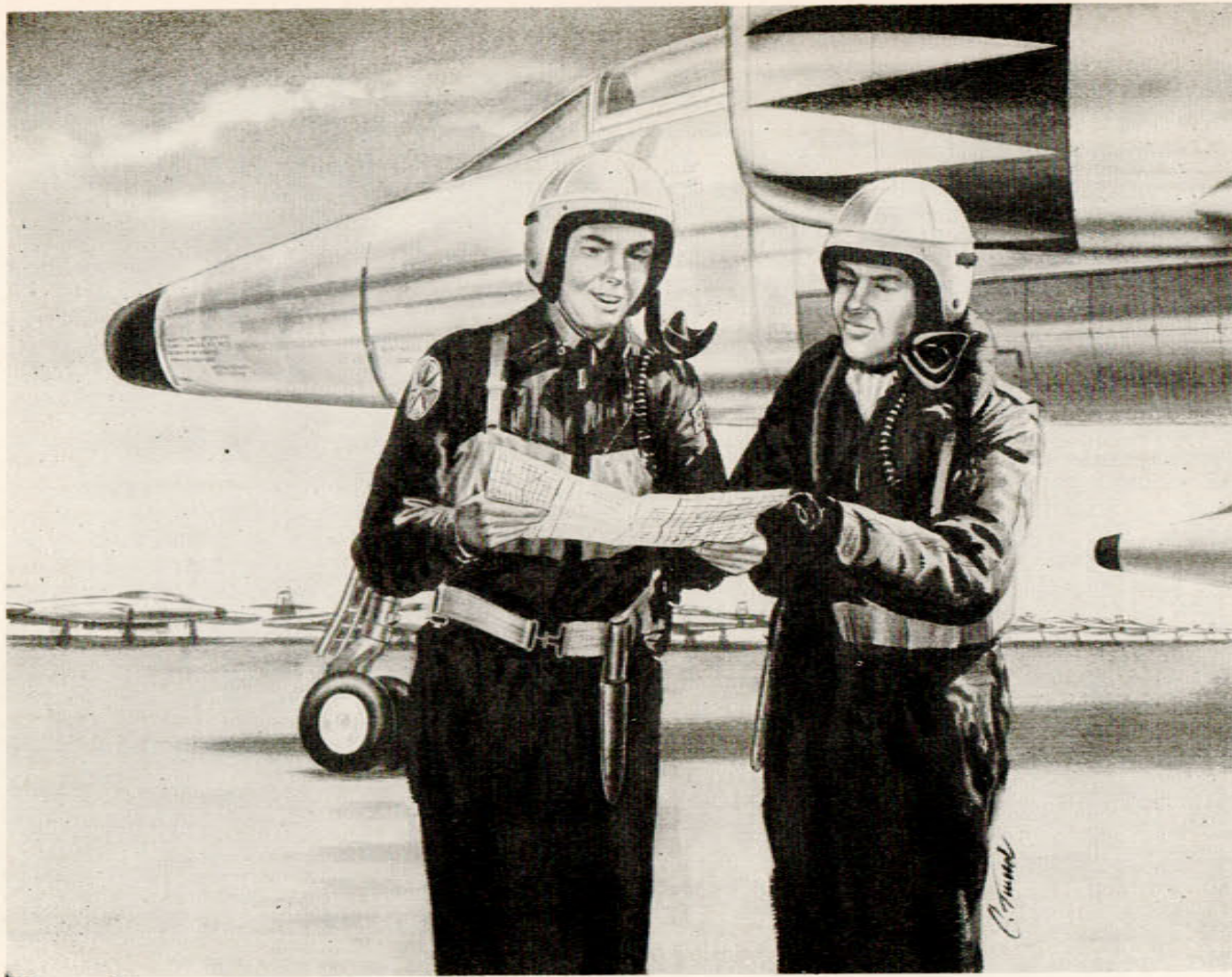
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A BOYD'S EYE VIEW

OF

AYOUKNOWWHAT

The sun, like a giant blood-shot eye, peers over the rim of the earth and surveys the silent scene; then the raucous sounds of alarm clocks summoning the faithful to rise and take themselves to the appointed place.

A spasmodic fluttering eyelid reveals an eyeball not unlike that of the sun and with a few unintelligible mutterings one of the chosen shakes off the arms of Morpheus, arises, and with staggering steps arrives at the mirror to survey a scene of utter desolation.

A quick but rather reckless application of lather and a few wild swipes with a dull instrument finds our boy reaching for the tissue to stop the flow of his life's blood and with weakening stride searches for his suit of well-pressed sackcloth. Thus attired and proceeding in ever-increasing circles our hero musters his strength for a final assault on the cupboard in an attempt to take some sustenance.

Clothed, fed, and watered and unable to remember his own name "The" one fumbles with the latch, stumbles outdoors, and is greeted with a brisk morning breeze containing eighty degrees of Fahrenheit. Deflated and with a deep sigh of resignation, he points his frame on a course Nor', Nor' East and with a few tacks to windward arrives at his destination.

Surveying the area one sees several of his compatriots converging on an inland sea interspersed with small islands of concrete. Seemingly unable to put up with the

situation the now seething mass of humanity aligns itself against the nearest edifice and waits expectantly.

A lone figure stands on one of the concrete islands like a lighthouse to forewarn passing ships and bellows "pradaladvanss," and with all the pent up fury of waters unleashed by the destruction of a dam the khaki flood spills over the dripping apron and breaks into three distinct whirlpools, surging and eddying in all directions.

Three figures emerge from chaos and give the all-important info: numberonesquadronovaere, numbertwoquadronovather, numberthreequadrontheyr; with this encouragement, little knots within the swirling mass group, and finally form up like segments of a giant caterpillar flexing and unflexing itself in an effort to determine what part of his anatomy has been misplaced.

The shuffling of feet, the cries and replies, the placement of satellite legs to the fore of the main mass; once again the lone figure emits a thunderous roar, "Winnng-marrkerrrs" and three sets of legs detach themselves from the front segments of three disjointed parts in the hopes that at some future date they may once again become an integral part of the beast.

All preparations made, the voice again is heard, "Trumpetersoundadvanss." One clarion call like Gabriel summoning the dead and an order from the head of the insect sets the hundreds of legs in

motion at confused intervals.

The snaking segments after a series of undecipherable movements rejoin the detached legs, come to a confused halt and do a side slip accompanied by a slap, squish and splash as the feet come down in their own time.

The mass waits with bated breath for the exalted one who upon arrival takes up a suitable position, and with several movements from the satellite legs, an order is given which plunges the beast into vigorous disjointed activity.

The ponderous insect shifts, wheels, turns and with a sideways movement the segments detach themselves from the main body to slip along in an ever-increasing arc past the exalted one who views the scene in utter vexation. A few well-chosen words have the desired effect on the advancing sections and with a great effort the beast orients itself, spasmodically re-groups and comes to a shuddering halt.

One order, an advance toward the exalted one, a ragged tattoo of halting feet, a scurry of satellite legs, a few mutterings, an order followed by three more and the mass separates into three distinct groups to wend their independent ways, halt, rid themselves of the satellites, turn and become dismembered, fan out like a consuming prairie fire, and finally disappear.

This was a parade?

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VOXAIR VIXEN

Ann Trush

Our brown-eyed, raven-haired, 19-year-old Vixen for this month is a local gal. Her plans for the future include training as an X-Ray Technician. See you in the X-Ray lab, boys!

Photo by CPL. D. ASKETT

In Winnipeg It's
THE AIRPORT

In Gimli
THE GIMLI

And in Portage
THE
HOTEL PORTAGE

They're All
"COMMUNITY" HOTELS



VOXAIR VIXEN
Ann Trush
Winnipeg

AMERICAN VISITORS' DAY IN WPG.

By CPL. R. W. BAMBRICK

Beauty



"PAJAMA GAME" GAL—Kathy Marlow, a flaming beauty, is one of the trim pajama factory workers in Warner Bros.' sparkling musical version of "The Pajama Game."



Mayor Juba pins the "American Visitors' Tag" on 1st Lt. Ernest W. Greer, Band Officer of the 702nd U.S. Air Force Band, as the Band arrives here from Offutt Air Force Base, Omaha, Nebraska.

Mayor Stephen Juba's campaign to build Winnipeg into a major American tourist centre got off to a fine start on Saturday, August 10, as thousands of Winnipeg citizens lined the streets to bid the visitors from across the Border a hearty Western welcome. The gigantic parade was a smashing success due, no doubt, to the efforts of all those public-spirited business men and City officials whose untiring devotion to Mr. Juba's campaign will undoubtedly go far toward fostering good will between these two good neighbours.

The street parade, from the spectator's viewpoint, was nothing short of the spectacular, with the weatherman co-operating in the grandest manner possible to produce one of the finest days of the summer. The parade got under way from the City Hall at twelve noon with the R.C.M.P., resplendent in their red tunics, providing an escort for the Colour party from both sides of the border. Mayor and Mrs. Juba waved enthusiastic greetings to the multitudes from their lim-

ousine, followed by the visiting mayors and officials from Thief River Falls, Moorhead, Detroit Lakes, Bemidji, and Crookston in Minnesota, and from Grafton, Devil's Lake, Jamestown, Fargo and Grand Forks, North Dakota. Eleven out of the fourteen cities invited to attend the parade were represented.

The inspiring martial music was indeed of international flavour as Bands from all over the United States as well as several from the City were in attendance. The world renowned Strategic Air Command Band from Omaha, Nebraska, led the parade in an impressive manner, followed by the R.C.H.A. Band from Winnipeg, who are always a crowd pleaser. The R.C.A.F. was well represented by the Station Winnipeg Band who, in the humble opinion of this reporter, never sounded better. Other Bands in attendance were the Hallock, Minnesota Band, the "Bridgeman's Half-pints" from Thief River Falls, Minn., and the Elmahdi A.M.O.S. Band, from Winnepeg.

The parade ended at the Parliament Buildings at 12:53 by the big Labatt's clock as a number of American motorists brought up the rear, enthusiastically waving and smiling their thanks for a really fine show to the people of Winnipeg. I am sure we shall see more of them in the future, and hope they enjoy their future visits every bit as much.

YMCA SUMMER FUN CLUB VISIT

At 2 p.m. July 2, 1957, the first of two groups of 12-year-old boys from the Central YMCA was met at the main gate by F/O D. Hodgins. This tour was part of a two-week summer program for boys from poor homes organized by Mr. Randy Skaling, of the YMCA staff. In the Ground Instruction School, the boys marvelled at the ability of a radar beam to burn steel wool, as demonstrated by F/L J. Smith. After a look at the briefing room and planetarium, the group proceeded to the Cantilever Hangar, where they



were organized into four groups under Sergeants from Maintenance. For the boys, the Safety Equipment Section and the inside of several aircraft proved interesting, but the chance to examine the pistols, Sten guns and rifles in the Armaments Section was so enlightening they almost took several of them. Despite the objections of two boys to cameramen, the Photo Section managed to get all 55 of them lined up for a picture before the bus whisked them off to the fire display grounds. No doubt, several potential fire-fighters will always remember using baking soda on a small gasoline fire under the direction of Sgt. Johnston.

When they had seen Sgt. Land's display of pyrotechnics, the boys returned to the Combined Mess for much-needed cold chocolate milk and cookies. This was the highlight of the tour, since the water on the Station had been turned off all afternoon. Two weeks later, activity in 16 Hangar and the Fire Halls was again increased by a second tour following the same pattern, except the fire display had to be cancelled due to the mud in the display area north of 11 Hangar. Thanks is due to all those who helped make the boys feel at home with the RCAF.

F/O D. R. HODGINS

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SAC BAND

By Cpl. R. W. BAMBRICK

At four-thirty in the afternoon of Friday, the ninth of August, the Station Band turned out to greet the world-renowned 702nd Air Force Band from the Strategic Air Command's Offutt Air Force Base, at Omaha, Nebraska. The SAC Band, as it is more popularly known, arrived in a C-54 to participate in the civil celebration of "American Visitors' Day" here in Winnipeg. (See page 16.) Present at the reception were: Mayor and Mrs. Stephen Juba; the Commanding Officer, Group Captain Jacobson; the Station Warrant Officer, Warrant Officer S. "Steve" Lisowski; representatives from the Tribune and Free Press, and the CKY Mobile News Unit.

Twenty-eight members of the thirty-five piece band were able to make the trip here. The others, unfortunately, had to remain at Omaha. (One of them, we understand, had to stay behind due to the expected arrival of the Stork.) I was quite surprised, on being introduced to some of the Bandsmen, to learn that one of their numbers, A/IC Bob Ciamaga, is from Canada, hailing from London, Ontario. After the usual formalities of photographs and interviews, they were taken to the Mess Hall for a very welcomed dinner.

The SAC Band was first formed with the organization of Strategic Air Command ten years ago, in 1947. Since then it has become famous as one of the really outstanding Military Bands of the United States, under the capable leadership of First Lieutenant Ernest W. Greer, the Band Officer, and Master Sergeant Keith Q. Roberts, the Bandmaster. It is interesting to note that the band is planning to tour Spain some time this year. Spain is to be congratulated on her good fortune.

At 8:00 p.m. Friday evening, the Station Band put on a little party for the visitors, planning on a quiet sociable evening and a chance to "talk shop" with some professionals. However, spontaneously as these things will happen, somehow instruments appeared out of nowhere, and in less time than it takes to relate, the cool strains of the classics of Bop were caressing the ears of the fortunates of the Winnipeg Band. The party progressed in a "progressive" manner with such numbers as Lullaby of Birdland—by special request of the author, Ornothology, Dancing on the Ceiling, Perdido, and a host of other classics. The manpower of the Septet ran as follows: Alto Sax—Tech Sgt. Earl E. Evans; Tenor Sax—A/IC Johnny Cieslak; Trumpet—A/3C Richard P. Johnson; Trombone—A/3C Clifford M. Stark, formerly with Freddy Martin of Dance Band fame; Piano—A/IC Harold A. Singley; Bass—Staff Sgt. Walter C. Lyons; and on the working end of one of the hottest sets of skins this reporter has ever witnessed—Drums—A/IC Gary D. Koch.



"The hottest set of skins
Gary D. Koch



"The group on Dixieland"



"Tenor man Cieslak takes off on Rock."



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"Ye Olde Rusty Musket Shoppe"

By J. E. LaBRASH

Why do people collect old guns? This same question may be applied to all collecting hobbies, eg., stamps, coins, curios, etc. However, gun collecting presents a challenge not present in some other hobbies. This is the challenge of attempting to refinish old guns to return them to as near original condition as possible without making them look like new and ruining their antiquity. Most old weapons are left lying around exposed to the elements. This results in the weapon being rusted, pitted, and in ex-

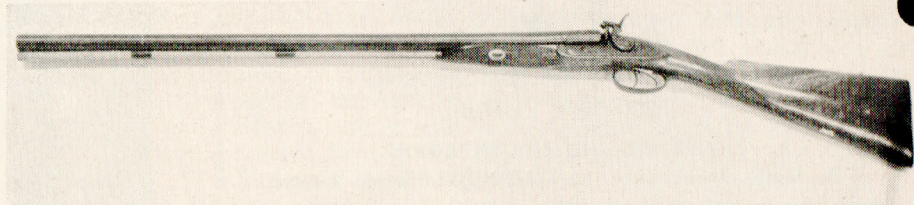


trême cases, parts rusted beyond repair. The woodwork may be covered with deep dents, scratches, and even broken. Each weapon presents a new problem in the art of restoring. Fortunately, the old guns were all hand made and most replacement parts can be manufactured with a minimum of tools. The prime requisites are a good vise, an assortment of files and drills, and an abundance of patience. Sometimes the collector is more fortunate and finds a gun which needs only a good cleaning. Guns in this class may easily be returned to shooting condition, which opens another field of gun collecting.

years the stock had become broken, several parts were broken and the metal parts badly rusted. The woodwork around the locks was rotted away.

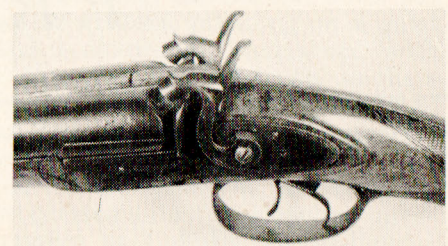
Both weapons are of Belgian manufacture and bear the proof marks of the armoury where they were proof tested. The barrels are made of "Damascus Steel."

The double barrel muzzle loader, more commonly referred to as a "Fowling piece," was used for the same purpose as the modern shotgun. The weapon was 12 gauge, but required loading from the muzzle; thus the name "Muzzle Loader." A measured amount of powder was poured into the barrel, then a wad of paper or cloth was forced down the barrel by the ramrod. Next, the shot was measured and poured, followed by a second wad. This wad was tamped in tight. The ignition was achieved by placing a metallic cap over the hollow nipple at the rear end of the barr-



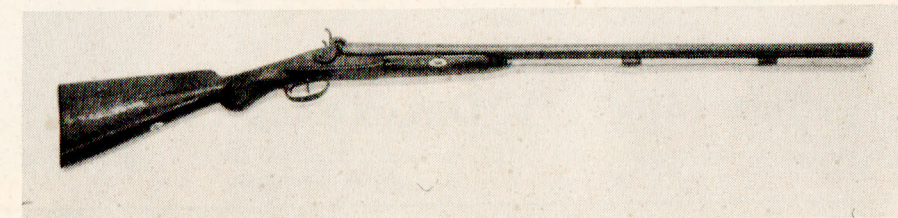
The first weapon illustrated below was found while cleaning a well near Petersfield, Manitoba, and is believed to have been there for approximately four years. One hammer was missing, as well as the ramrod. The gun was badly rusted. It was refinished to bring out the select graining in the stock, a rarity in modern mass-produced weapons.

Firing was accomplished when the trigger was pressed. The hammer came down and crushed the cap,



The second weapon came from Waldron, Sask., and was given by F/S Mayoh. This weapon had been in the family for years. During the

allowing a spark to enter the chamber through the nipple and discharge the weapon.



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MUSIC with MAUREEN . . .

Well hello, here I am again with the news on the latest single and playing records. I hope you'll enjoy it.

The nation's top tunes have been switching places so often, it's rather hard to keep up with them, but at the moment here is the standing as of this date:

There and Around . . .

The latest news from Hollywood is that Sammy Davis Jr. is resting at home after a mild heart attack. Maybe he shouldn't work so hard . . . Mahalia Jaskson is said to have brought a new dignity to the Negroes of America when she sang at the Newport Jazz festival. No, she didn't swing, she sang some very nice spirituals . . . In Detroit, the University of Michigan Glee Club presented the Count Basie orchestra at a recent concert . . . In Nashville, Tennessee, the mother of little 12-year-old Brenda Lee is being sued for breach of contract due to Brenda's failure to appear for commitments.

Have You Heard? . . .

Another great hit for Pat Boone is "Goldmine In The Sky," backed with "Remember You're Mine" . . . Gale Storm is "On My Mind Again," with her latest record re-

lease backed with "Love By The Juke Box Light" . . . A teenager, Paul Anka, has been receiving great notice with his writing-singing of "Diana" . . . Coming back in-

come to the music scene, and I certainly hope he stays. But then, "It's Not For Me To Say" . . . The Ames Brothers certainly have a doubled sided hit with "Rockin Shoes", and "Tammy" . . . Of course Elvis is still around with his "Teddy Bear" . . . One record with more than enough artists doing it is "Around The World In Eighty Days". I like Eddie Fisher's version best, but then that's a matter of opinion . . . On Capitol, Ferlin Husky's "A Fallen Star", has really been selling since his recent appearance on Kraft Theatres . . . "Send For Me", by Nat "King" Cole, is one record I enjoy more each time I hear it, don't you? . . .

Still heading the best selling, and most played long playing albums is Frank Sinatra's "A Swingin' Affair." It's the greatest . . . "This Is Fats," a new rhythm and blues album by Fats Domino, will be released shortly . . . A new and really terrific team, Sammy Davis Jr. and Carman McRae, have an album out called "Boy Meets Girl" . . . Columbia's buy of the month is "Wonderful, Wonderful," by Johnny Mathis, and I'm quite sure it is . . . "Loving You," by Mr. Presley, is still selling. I wonder why?

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to the public eye again is Billy Ward and his Dominos with their very excellent singing or "Stardust" . . . Johnny Mathis' latest record is climbing rapidly, and already in the top ten. He is a new-

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8 The Spirit of St. Louis	9 Many Rivers to Cross	10 The Man Who Never Was	11 Walk the Proud Land	12 Blood Alley	13 It's A Dog's Life	14 Matinee 15 Cartoons
15 A Hatful of Rain	16 Jubal	17 The McConnell Story	18 The Benny Goodman Story	19 Fear Strikes Out	20 Forbidden Planet	21 Matinee Escape from Ft. Bravo
22 Funny Face	23 The Lonely Man	24 The Buster Keaton Story	25 Pillars in the Sky	26 The Court Martial of Billy Mitchell	27 Knights of the Round Table	28 Matinee Gypsy Colt
29 Love Me or Leave Me	30 Picnic					

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28 Sept. Informal Dance
6, 13, 20, 27 Sept. Stag Nights
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CORPORALS CLUB

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SERGEANTS MESS

7 Sept. Fall Opening and Surprise
14 Sept. Bingo and Dance
20 Sept. Mess Meeting and Mug Par
28 Sept. Bingo and Dance

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Every Saturday—Informal Dance
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AIR FORCE FOOTBALL DAY

Winnipeg Blue Bombers vs. Calgary Stampeders.
Jet Flypast — Training Command Band — Other RCAF Features.
Winnipeg Stadium — Saturday Afternoon — Sept. 21.
Tickets now on sale in all sections.

Attend the two big football dances in the Drill Hall (old Site) Fri. Sept 6 and Saturday, Sept. 21 — Your football ticket or stub covers your admission.

SPORTS

By CPL. RON BAYNES

BLUE BOMBERS — RCAF FOOTBALL DAY

RCAF units in Manitoba will join with the Winnipeg Blue Bombers football organization on Saturday, Sept. 21, for Air Force Football Day. On that date the Bombers, at home to the Calgary Stampeders, will be playing the first afternoon game of regular league play in Winnipeg for several years.

The Air Force will provide the pre-game and half-time entertainment, which will include a NATO flag-raising ceremony, a jet flypast, and music by several RCAF bands, including the well-known Training Command Band.

The football club has allotted a block of two thousand seats for use by RCAF personnel and dependents. The majority of these seats are in the end-zone, as fewer than one hundred seats are available in the main grandstands to those not holding season tickets. A recent repositioning of the bleachers makes the end-zone seats more desirable than in former years, and the best of these have been reserved for Air Force use at this game.

Tickets have been distributed to Gimli, MacDonald, Portage la Prairie, Rivers, and regular and auxiliary units in Winnipeg, for sale to personnel. The Blue Bombers have donated two autographed footballs, one of which will be presented to the unit with the highest per capita attendance, while the other will go to a lucky seat-holder in the Air Force section of the Stadium.

Purchase of a football ticket will cover admission to the Stadium for the game and RCAF events, and to two Football Dances at Station Winnipeg, one on Sept. 6, and another the evening of the game. Further details will be published at a later date.

SOCCER

The Winnipeg team took the lead coming back from the 200-yard range, a very small lead, which was increased an equal amount leaving the 500-yard range. At 600 yards the match could have gone to any of the participating teams. The teams were shooting steady and no indication was apparent as to the outcome. Adding up the final scores however showed that the Winnipeg team had pulled into the lead, amassing 555 points out of a possible 600. Portage la Prairie held a strong second place with 546 points. F/O Hall of the local team led the individual race although tied in points by another competitor. F/O Hall scored nine consecutive bulls at 600 yards, 2 sighters and a 7 on score to finish the day with 49 at 200 yards, 30 at 500 yards and 35 at 600 yards. Refreshments and dinner rounded out the itinerary during which a few more bull-eyes were shot to end an enjoyable day on the range.

STN. WINNIPEG RIFLE TEAM

Five teams of 14 Training Group attended the annual shoot-off for the 303 rifle trophy. The weatherman smiled as the competitors shot a full program of 200, 500 and 600 yards.

BASEBALL

RCAF Station Winnipeg is currently riding in second place in the Inter-City Hardball League. Postponement of games has been necessary on the part of our team's home games but with a break in the weather, station personnel and their dependents should be able to get out and watch a few games in the near future. Standings to date are as follows:

Team	P.	W.	L.	Pts.
Kirkfield Park	10	9	1	18
RCAF	11	8	3	16
Headingley	10	7	3	14
Sturgeon Creek	11	2	9	4
RCN	11	1	10	2

CRICKET

The RCAF station team, known as the Nomads, have taken the lead in the first half of the schedule for the right to retain the Fort Garry Cup. On July 10 the Nomads played the Manitoba Telephone team and had 94 runs for 8 wickets while the MTS team had 23 runs for 9 wickets. In league play the RCAF team is undefeated. This fine team can be seen in action at Assiniboine Park on Saturday afternoons.

SOFTBALL

The first half of the Section Softball League has been completed. Due to the excessive rain many games had to be postponed or cancelled. Here is how the teams will line up for the last half of the schedule:

Group "A"

Basic school staff
Arm Systems
AI
I & E
Telecom
ME
111 C & R

Group "B"

Mitchell Servicing
Mitchell Repair
F/C "A"
14 Group
C & E
F/C "B"
Applied School

SPORTS

SERVICING HORSESHOE TOURNAMENT



DISPLAY OF TOURNAMENT PRIZES

On Friday, July 26, the final competition for one of the very interesting sport activities at Station Winnipeg was held. Servicing Squadron sponsored a horseshoe tournament with two teams representing each hangar.

Eleven Hangar triumphed with a team consisting of F/S Norm Dixon and Sgt. Alf Petraites. Besides the trophy which was donated by American Jewellers, they were presented with alarm clocks.



Sgt. E. Smith lets go with a ringer

The runners-up were Sgt. Errol Smith and LAC Jim Pearson (4 Hangar) who received wallets.

Third and fourth places were won by 2 Hangar and 10 Hangar, represented by Cpl. Dick Atkins and partner Sgt. Art Stevenson; and F/S Don Wilbur and his partner LAC Lazaruk.



G/C G. F. Jacobsen presents the trophy to F/S N. Dixon

Each of the eight team members were given silver spoons to commemorate the event.

After the tournament all retired to Bldg. 15 for the presentation of the trophy by the Commanding Officer, G/C G. F. Jacobsen, who was accompanied by the CAO, W/C H. C. Vinnicombe, and W/C T. G. Anderson from ADC. Refreshments were later served, thus rounding out an enjoyable evening.

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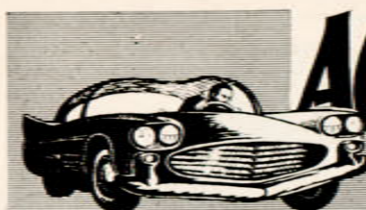
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AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

A DAY AT THE JAGUAR FACTORY



"General View of Body Assembly"

Without doubt, one of the most enjoyable days I had last year occurred when I stopped off at Coventry, on a dismal November day, while making my way back to Canada. Coventry, made famous by its heroic stand during the blitz, is amongst other things, the home of Sir William Lyons' Jaguar factory.

The phenomenal rise of this make from being just one of many specialist manufacturers in England in 1945, to world prominence and a household word in 1957, is a reflection of the credit which is due to the driving imagination and hard work of every employee from Sir William down. The company got its start in the car field in the early thirties, building long, rakish bodies and powering them by well known engines. The Swallow Coach Co. went from strength to strength; from SS 1's to the SS 100 in 1939. By the advent of World War Two they had built up a reputation for extremely good value, looks and moderate speed. The war stopped all car work which was only revived in 1945 with the Mark IV Jaguar sedan. Then followed the Mark V, and in 1948, the XK 120; the first true sports car put out by Jaguar since the SS 100. The concept of this car took the motoring world by storm and no doubt marked a big turning point for the company. Following along came the familiar Mark VII sedan, the XK convertibles, hard-tops, and the 'C' and 'D' racing ma-

chines. Today's XK 150's, Mark VIII's, 2.4's and 3.4's are the natural progressions from these earlier cars. The fact that the 1957 Jaguar is so greatly improved over its 1950 equivalent is due to two things that many manufacturers would do well to keep in mind. Firstly, Jaguar have been one of the few British firms who always admit that no car is perfect and thus listen when told something needs improvement. The hundreds of modifications made to each particular model are proof enough of this policy, and one

of the prime reasons why so much good will has been built up in North America. Secondly, Jaguar have used the merciless field of international racing as a proving ground for cars and ideas. That this should, incidentally, give them millions of dollars worth of free advertising is all the more "power to their elbow." Active racing participation ceased in 1956 but we all hope their factory teams will be seen again before too long on the race tracks of the world.

I was met and chauffeured down to the factory in an XK 140, to be left, for a few moments, to gather my thoughts in the truly magnificent Hollywood-style showroom waiting for Mr. Hamkin, the Publicity Director, to appear. Under the genial Rankin guidance we then occupied the short while remaining before lunch watching a colour film of the 1956 Le Mans which, by the way, was won by an Ecurie Ecosse Jaguar. Lunch, a command performance with Sir William at the head of the family table, passed most pleasantly, besides enabling me to meet the heads of the firm—Sir William Lyons, the apparent mastermind of each car; Bill Heynes, the large genial designer of the XK engines; and "Lofty" England, the six foot six Service manager and boss of the racing department. A few questions produced some interesting answers, in addition to a flatter-



"XK and Sedan Engine Test Beds"

ing comment from Lofty, who, when asked why the firm did not put more cold weather information in their operating manuals, answered, "Oh, you



"Torquing Down the Head"

Canadians are too smart to need that sort of information!" Sometimes, though, I have doubts about that. The answer on disc brakes was—soon. Well, we already have them on the 150 and may soon see them on the 3.4's. Fuel injection, they appeared to feel,

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should be on within two years. As to independent rear suspension, I only got a shrug; so your guess is as good as mine.

During the afternoon I was given a guide and told I could do what I liked, which suited me down to the ground. Our first step was engine assembly. Here, it was at once evident that most of Jaguar's employees were skilled tradesmen who took an almost individual interest in each machine. The quality control was very high and the standard of work equal to that of a specialist manufacturer who does hand work. For instance, all crankshafts are statically and dynamically balanced to small tolerances, and pistons and con-rods are matched to within two drams. The whole assembly line moves along at 1/4 m.p.h.; beside it moves a stand carrying all the parts for one complete engine. Ancillary component assembly is carried out in parallel bays. Clutches are assembled, balanced and then fed into the line; the same procedure is used for the gear boxes.

This selective assembly produces one engine five hours from the time it starts. From the assembly line the engine passes to the test beds. Here, each new engine gets three hours of motoring over before passing onto live test. It then receives three hours of running at all speeds, through all gears, up to 4000 r.p.m. Checks are made for h.p. output, smoothness, flaws, etc. Only then does it go on down to the car. This is an outstanding feature of Jaguar production when you consider that these same methods are normally only used by manufacturers of cars costing nearly twice as much. How they can do it for the money, the Lord only knows! Consider, for one moment, that they produce over 350 cars a week and you will get some idea of the tremendous task they must have. This care proves itself time and again in everyday use for there are many Jaguar engines that have done 80,000 miles without having the head off. In addition, some Mark VII's have done 100,000 miles with no major overhaul. Part of this secret lies in correct running in and, moreover, careful adjustment by the dealer before delivery.

The next step, naturally enough, was to the final body and chassis assembly line on the other side of the factory. Here there are two lines, one for 2.4 and 3.4's, and a second line for the balance of the cars. From the time a chassis enters production it takes one week to delivery. Every body panel, interior and exterior fitting is carried out by hand assembly. Extreme care is taken with the paint finish to prevent marking—note the covers in photograph. Each body is first of all painted in synthetic enamel, under careful control, before entering "pre-assembly." In pre-assembly all the small items are fitted, such as wood panelling, electric wiring, and so on. The body then mates with chassis for completion. Seats, leather work, and seating are all pre-made and then fitted. Thoroughness and care seem to be the key words. Each car receives an under coat before leaving the line. In addition all brakes and wheels are balanced. Customers requests are printed to an at-

OUTDOORS WITH BILL



... meet the groundhog*

The Groundhog is found almost everywhere on the North American continent where trees grow. He particularly likes to set up housekeeping where he is in easy reach of gardens and field crops and with his prodigious appetite he can ruin a promising vegetable patch in record time. Nearly everyone knows his chubby, chestnut-colored shape and his habit of sitting bolt-upright to get a better look when danger approaches.

As a further step towards his general unpopularity, he is a terrific digger and many a horse or cow has broken his leg in one of his excavations. He is a favorite target for the small-bore riflemen. Farmers and ranchers poison and trap him. Coyotes and foxes feast upon him when they can catch him, and hawks account for some of the youngsters but enough always survive even in the most populated areas to provide another generation to carry on their work of destruction.

A strict vegetarian, the meat of the young woodchuck is perfectly edible and many Indians consider him a delicacy but with the older animals the flesh is almost as tough as the hide which early pioneers used for everything from harness to belts and shoestrings.

Youngsters are born early in the Spring. The babies are smaller than mice, blind and completely naked but they grow at a phenomenal rate. At six weeks of age they are frolicking around like puppies, at twice that age they weigh six or seven pounds and are almost ready to fend for themselves. Possessed of quite a vocabulary, he is best identified by his shrill alarm whistle. He also has quite a wide range of grunts, squeals and chuckles. When cornered he makes a racket like a battery of typewriters with his chattering teeth. As a fighter he can give quite a good account of himself, as many dogs twice his size have found out to their sorrow.

Not many creatures of the wild have a whole day named for them but that is about the only honor the groundhog has afforded him. Further South there may be woodchucks popping up to take a look at the weather on February 2nd but most of them in Western Canada are still way, way down in their burrows at that time of year.

DREWRY'S

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tached card on each car—the variety of these requests is legion; a further example of how the factory endeavours to satisfy each personal whim. As a matter of interest I might mention that from the time you place an order at the factory it takes six weeks before your car is waiting to be driven away.

Leaving the line each car goes to a testing bay, where it is taken for a 25-40 mile drive to check out any faults before delivery.

So, reluctantly, we bade farewell to the Jaguar home and continued on to the more mundane things of life, happy in the knowledge that as long as there are men like Sir William Lyons, we will continue to get cars which are a pleasure to drive and own.

Primitive, irresponsible, discourteous and impatient behaviour behind the wheel of an automobile has no place in society. Our legislators have attempted to establish safe-driving rules in the motor vehicle laws. Upon close analysis of almost all our traffic laws one realizes that they are simply safe driving rules. Of course, this is reason enough for every person to comply with them. But the well-bred person will look deeper. He will see courtesy and well-mannered human conduct in practically every traffic rule.

Emily Post's "Motor Manners."

SECTION NEWS

TELECOM SECTION

There seems to be an awful lot of goings but not enough comings these days. Less than two months ago we lost Cpl. Jack Ryland and LAC Jim Knette to Trenton, and quite recently have lost Cpl. Joe Aucoin to Stn. Whitehorse (Lucky fella!) Now, Sgt. R. Cavanagh is on his way to Stn. St. Huberts. Very soon, Cpl. Herb Juvelin will be joining Joe at Whitehorse. If anything, it certainly reminds one that time waits for no man (except on graveyard). However, the authorities wisely balanced the manpower problem by sending AC2 Jim Wright (presently on TD to Calgary) and AC2 Roger Tanguay, to whom we should like to extend a warm welcome.

LAC Ken Dinner's time with us was drawing to a close this month and quite a bit of speculation was indulged in as to whether he would re-up or not. Actually, we think Ken was enjoying keeping us in suspense but the secret is out—he likes it here.

Apart from the weather, there's another joke going around the section: something that goes . . . "What goes ninety-nine plonk!?" Nothing to do with garbles or misquotes, but just a plain old Centipede with a wooden leg!—See ya!

LAC A. F. CUDDINGTON.

INSTRUMENT AND ELECTRICAL

Well the holiday season is in full swing, and I fail to understand why I haven't one good fish story to report. Perhaps last year's epic struggle between LAC "Clive" Potter and the Bull Head is the answer. To those of you unfamiliar with the term Bull Head, Catfish may be more appropriate. In any event, news of this catch was received with scorn, jealousy and skepticism. The size and weight of the fish were never revealed, for it was feared that to do so would cause undue alarm. Clive being very modest would only reply, should you ask him, "Well, I don't know about the size, but it makes mighty fine eating. Drop around some night and try some."

While congratulations are not in order "fish-wise," these same good wishes may be extended to the following: To Cpl. Currier, a baby

girl. LAC McQueen, a baby boy. LAC Masters, a baby girl and to LAC Peirson, a baby girl. In all cases it has been reported that

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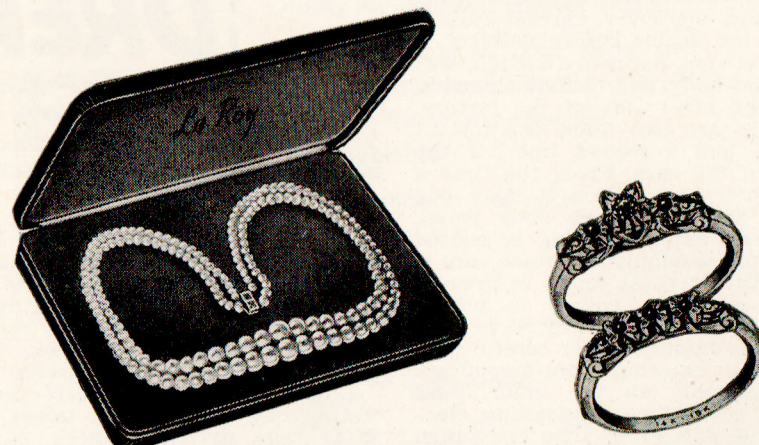
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SECTION NEWS

Mommy's doing well, baby's doing well and Daddy is still wondering how it all happened.

Congratulations too to Cpl. Hanewski who just returned to the section after having successfully completed the Special Electronics Course in Camp Borden. Nice going, Hank.

We roll out the old Welcome mat this month for two new arrivals. LAC "John" Richardson is not only new to this unit, but has just recently arrived in this country from England. He seems well pleased with his new surroundings but will wait until he has survived his first Winnipeg winter before further comment. Another arrival right out of Camp Borden, LAC "Andy" Sawler. Andy hails from Nova Scotia so will no doubt be out to beat LAC Potter's record.

Having carefully maneuvered these two new arrivals into our midst, we barely found sufficient time to see two others escaping through the back door. Seems that LAC "Les" Brown and LAC "Don" Mulvale decided to give up the fold and see what the rest of the world had to offer. Good Luck, fellas.

Cpl. "Vance" Banks let drop a bombshell the other day. He is taking his leave sometime in October, and assures us that when he

returns he will have a bride in tow. This in itself is not very startling, but consider for a moment Van's long record of success. For as long as this writer has known him, he has with cool cunning, intelligence and utter confidence successfully evaded this issue. It will indeed go down in the annals of human endeavor as one of the most historic stands ever made. As to the future Mrs. Banks, what more is there to say. She must be quite a gal.

Will be back next issue with more news from around the section. 'Til then . . .

"ELINS"

ARMAMENT

A few changes have been made in the Armament Section. Welcome to Warrant Officer Bill Kinnon. I hope your stay here will be a pleasant one.

Also at this time may we extend our best wishes and good luck to the following personnel who are leaving the section: F/L J. L. Widdis (USA), F/S J. E. Labrash (Ottawa), Sgt. J. A. McNeil (RU Winnipeg), Cpl. J. B. Sonier (Uplands) and Lac B. Bellefeuille (Overseas). Hope you enjoy your new units, fellas, as much as we

enjoyed having you with us at our station.

Congratulations are the order of the day to F/L and Mrs. J. L. Widdis, also Cpl. Mrs. J. B. Sonier, on the birth of their bouncing baby girls.

What's happened to the great Sgt. Land? It appears the dog team carrying the mail from Resolute Bay has been snowed under. Better get the big Dodge out, Harry, and go into business.

At last we have done it. Cpl. Al Harvey is now fully convinced that there is no place like the west. Rumour has it that on retiring he plans to go still further west and into the ranching business. (Good-bye to T.O.)

SGT. J. ARCAND.

CNS ACTIVITY

The halls of CNS have been sounding rather hollow of late, what with postings, TD and leave taking their toll. "Bon Voyage" has recently been wished to: S/L E. A. Rockliffe, RAF Exchange officer, returning to England (thoroughly Canadianized, we hope); F/L Macnab, sold to the Cold Lake Tigers; F/L H. A. Llewellyn, off to CE + PE; F/L W. W. McBride, off to Maritime Command; F/L P. A. Robertson, to our compatriots (?) in Trenton—CFS; F/L D. J. Connolly and F/L D. A. Tite, both pawned off to the USAF; Mr. Peter Carey, off to AFHQ (poor soul); and Cpl. Bill Oliver, back to civvy street.

To make up for the losses (?) several new faces have appeared: Capt. C. E. Evans, USAF Exchange officer; F/L W. D. Lyall; plus four graduates of the last SpecN course: F/L M. D. Gates, F/L H. H. Enns, F/L R. Barber, and F/L S. Slezak. However, the most attractive new addition to CNS is our new adjt, F/O Y. "Kit" Kitamura, Toronto's contribution to CNS staff.

A goodly number of CNS personnel have been off on TD to Val d'Or on "The Search." At this writing seven staff and the six members of the SORI course have been sent out.

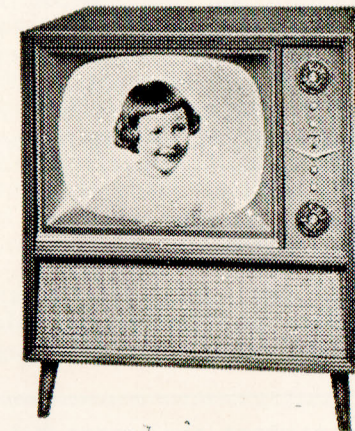
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EDUCATION SECTION

Here we are again with greetings from the Education Section and wishes for beautiful weather for your holidays and for ours. Of course those of you who are going back home for your holidays will have nice weather, for no matter where you live, "back home" is always the better endowed.

Have you paid us a visit lately? If you have, you will have met the pleasant addition to our staff. But if you haven't been around, just make some pretext to come up and say hello to Lela. She has a nice smile.

Another addition, but male, is F/C Robinson at the Station Library. He has been busy writing precis for the officers' qualifying examinations, but he will soon be going back to good old B.C.

Our former incumbent, F/S Shipley, has favored us with a couple of visits. He likes it at Washington, D.C., even though the weather gets a bit warmer there. It's a good spot to get a new car, anyway.

We had hoped to have had the results of the qualifying examinations before this issue went to press, but we are still waiting for them. The extending of the required time in rank to three years before being eligible for promotion won't mean much, and it won't be accepted as an excuse for slackening off. There is no such thing as being considered for promotion before you have passed the Q.E.s.

The candidates for the next trade board are again reminded that the big date is October 16, 1957.

F/S R. T. NELSON.

STATION ORDERLY ROOM

Station Headquarters welcomes LAW Joey Veroba from St. Johns and Cpt. "Marty" Martinusen from CNS. LAW Hazel Gola has joined

us from MIR to try her hand at the Clk. Typ. trade.

Cpl. Eve Krassilowsky has come from Bagotville to take over claims. Got lots of aspirins, Eve?

LAC Regis (alias the General) has gone on leave to his beloved Quebec. The Orderly Room sure will be quiet for awhile.

With this raise in pay, four of us lucky? people spent a day in Ac-

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counts typing names and numbers. Anyone for Bingo?

Sgt. Hurtick has decided to leave the ranks of bachelorhood in August. Best of luck to you and Helen, Sarge.

F/S Roy must have a desire to become a singer. Once in a while we hear bursts of his talent.

Well, my information box has just gone dry, so, so long for now.

AIRWOMEN'S REPORT

By LAW ELLIE NORMAN

Cupid has really been making his mark this summer. Kip MacLean just couldn't bear the thought

of losing Betty Graham to St. Johns, so he popped the question. The date — 31 August. Bev Ruetter and Johnny Kinch moved their date up to 3 August. See me that their pals the Redmond and Newmans did too. "Babs" Babchuk and Bill McGuire have set the date for October and Rose and Tuck have set theirs for the middle of August. Jan Ladouceur is deserting the Canadian boys to marry Don Park of the U.S. Navy, an old school chum. Marg Sanders stole the day—July 23 to be exact—to marry Harry Armston from Stn. Trenton. Best of luck to all of you kids.

Dona and Kris came back from leave with glorious golden tans and plans, only to discover Dona has been transferred to Trenton with Lil Davis. How did you manage it, girls?

We have several new girls in the barracks now. Marge Wiecher and Peggy Middlemiss have come to Group. This is the second time here for Peggy. Cpl. Mary Bell has come to join the Photo Section. The lucky gal just got back from 4 F. Merle Hansen has joined the SE Section; Joey Veroba has come to us after a year on staff at St. Johns. Welcome, girls.

Heather Young has deserted us for the hallowed halls of learning at Camp Borden.

A word of mention of the girls that play for the Kirkfield Pats. The Pats won the semi-finals recently, and soon will start into the finals with the Holy Ghosts. Well done, kids. We're rooting for you.

Well, that's all the gossip for this month. Bye for now.

PHOTOGRAPHIC SECTION

After the horn blowing that was done by your writer in the last issue, it is deemed essential that a

bit of pertinent information about the personnel in the section would not go amiss.

The writer has no claim to fame and was born on the sand dunes of Camp Borden in the rather significant year of 1924, however after several years of wandering finally attached himself to Ottawa.

The background music played Per Ardua Ad Astra, but he chose the RCNVR and served without distinction as nursemaid to boilers and steam engines on minesweepers and Corvettes, finally leaving the navy for civilian life. A year or so later, like a bad penny, he turned up in the photographic trade in the Air Force and after spending time at Rockcliffe, Trenton and the "Garden of the Gulf," Summerside, is presently situated in 16 Hangar.

A rotund Corporal, (Robbie) Roberts was born and raised in the back country of Nova Scotia outside that illustrious gem of Yarmouth, and although his past is a little obscure, the evidence points to the fact that he has tried his hand at a bit of lobster fishing, some pulpwood wrestling and was in the photo trade in the Air Force during the war. After his release he went back to Nova Scotia and worked at different jobs, returning to the Air Force in his old trade and doing most of his post war time in the "Banana Belt"—Clinton and Centralia and finally arriving here.

(Smitty) LAC J. B. Smith was born and raised in Winnipeg and may be classified as a fugitive from box car checking for the C.N.R., a job he had prior to and after serving in the army in various capacities. He has been tied up with the photographic trade in some form or other for years and joined the Air Force in 1952 only to return to his home town after Basic and Trade Training Courses.

The DP, Don Parker, is a tall, blond chap from England who spent a great deal of his youth around the London area and was finally prevailed upon to volunteer his services in the RAF as a photographer. His service was spent in Malaya and he has quite a few

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interesting stories to tell of his experiences. After his release he worked as a photographer in the London district and finally joined the RCAF, did his preliminary training and was sent to Station Winnipeg about a year ago.

Shy and retiring? A/C J. A. (Hoot) Hooton was born in Hamilton and had several jobs prior to enlisting in the RCAF. He has dabbled in photo for quite a while and was taken into the Air Force as one of those rare animals, a Provisional Group(1) Photographer. This is his first station since basic training and he has been here since December.

A native son of the Capital City, Ottawa, LAC Roy Clynick joined the army in 1943 and served in various capacities. After his release in Winnipeg he returned home and worked in civilian life as a parts man for an automobile dealership. He joined the Air Force in 1954 and after Trade Training went to Rockcliffe for a year and a half and was transferred to Winnipeg in March of this year.

Diminutive Cpl. "Mary" Ball was born in Fenelon Falls outside Lindsay, Ontario, and after completion of school joined the Air Force as a photographer in 1943. She had the good fortune to serve for a time at Gander, Newfoundland, and other East Coast stations. She was released from the service in 1945 and worked on the West Coast for a time, finally returning to Lindsay. When women personnel were being recruited again in the Air Force, Mary returned to her trade as a photographer and after the usual tour at Rockcliffe, proceeded overseas for two years. She was transferred back to Canada and RCAF Stn. Winnipeg in July of this year.

I hope that this article has given an insight into the background of the personnel in the Photographic Section and without rambling on further.

V.M.E. SECTION NEWS

F/O A. R. Tomlinson will by this time be well rooted to his desk. He has been here for some two months now as our Vehicle Marine Equipment Officer. After nine weeks at 1 OS he was transferred to Station Winnipeg. F/O Tomlinson is from Saskatchewan (however we Easterners won't denounce him for that), a town called "Loon Lake."

Having been with us for three months our office steno, Mrs. Rose,

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is leaving. She and her husband, Sgt. Rose, who has been with 14 Training Group, are at this printing in Germany, getting themselves and their three children settled. Taking over from Mrs. Rose is Dorothy Cargill. Miss Cargill, fresh out of St. James Collegiate, spent her vacation in Chicago, U.S.A., returned home and stepped right into the traces here at the VME Section.

Some new faces around the section: F/C Tweed, another Manitoba boy, is here for the summer only. He'll be returning to Brandon College to take his third year science, after a short visit at his home in Killarney. LAC Morison is in from St. Johns. LAC Wasson from Capodichino, Italy. Cpt. Thom and LAC Perrier will be here by the time of this printing.

The annual truck rodeo Station eliminations will be held September 18, and some of our drivers will be vieing skills for top position. This means a chance to compete in the Regional eliminations. The finalists then go to Toronto for the Dominion Rodeo.

ACCOUNTS SECTION

It seems that the summer heat is catching up with everyone, even the Accounts Section.

On Friday, July 4, the entertainment committee arranged for a very successful party. Besides the regular staff, we were honoured to have with us the wives, girl friends, and boy friends. After dancing and refreshments the gang sat down to a very delicious southern fried chicken dinner. According to the comments passed on Monday morning by the staff, everyone enjoyed themselves very much, except for one person who doesn't seem to remember anything past lunch time. Were the drinks that good, Don?

With all the high temperatures lately, the coke machine in the building is certainly taking a beating. There is only one thing wrong, we can't get any mix to go with it, which would really be nice in weather like this.

Well it's about time the reporter went back to work and ended this column for now, so until the next issue we shall bid everyone adieu and good reading.

L. SZILAGYI.

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MUSIC

(Continued from page 19)

On the more serious side of music, "The Romantic Music of Rachmaninoff" by Andre Kostelanetz has just been released. He draws on excerpts from popular orchestral works and transcriptions of piano and vocal originals. On Capital, the Roger Wagner Chorale has a very excellent L.P. out called "Folk Songs of the Old World." This is the first volume of a series to be released, and is about the British Isles. . . "An Evening At The Lyric Opera of Chicago with Tibaldi, Bastianini, and Simionato," which is quite good.

Louis Armstrong, the great trumpet player, will be appearing at the Auditorium on September 14. Don't miss the show. Well, that's all for this article. I'll see you next month.

NEWS

NEW AIDE TO LIEUTENANT-GOVERNOR



A wartime Liberator pilot who won the Distinguished Flying Cross by beating off an attack by six German fighters, Squadron Leader E. T. Batchelor, 36, of Kamloops, B.C., has been appointed aide-de-camp to The Honorable J. S. McDiarmid, Lieutenant-Governor of Manitoba. RCAF Headquarters in Winnipeg made the announcement.

S/L Batchelor, whose parents reside in Vancouver, was born in Kamloops and educated at Vancouver Technical High School. He enlisted in the RCAF in 1941 and after training as a pilot completed a tour of operations with the RAF Coastal Command.

While on patrol in the Bay of Biscay in 1943, his Liberator bomber was attacked by six German JU88's. In a fight that lasted over an hour, one enemy aircraft was destroyed and another damaged before the remainder broke off the engagement. Only one shell hit S/L Batchelor's plane and none of his crew was injured. After this operation he was awarded an immediate DFC.

At the end of the war he returned to Washington State University, graduating in 1948 with a degree in Civil Engineering. He worked with the British Columbia Department of Public Works for two years and then rejoined the RCAF in 1950.

Since returning to the air force he has held appointments at Air Materiel Command Headquarters, RCAF Station Winnipeg, and is presently Staff Officer Construction Engineering at 14 Training Group Headquarters in Winnipeg.

S/L and Mrs. Batchelor reside with their three children, John 9, Bruce 8, and Jill 3, at 115 Logan Ave., in Winnipeg. Mrs. Batchelor is the former Patricia Spencer Firth of Edmonton.

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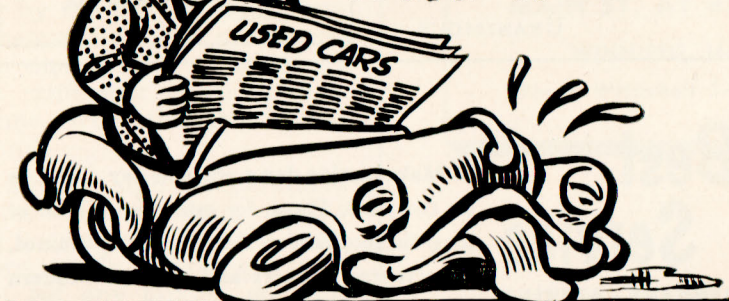
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