

NOVEMBER, 1957

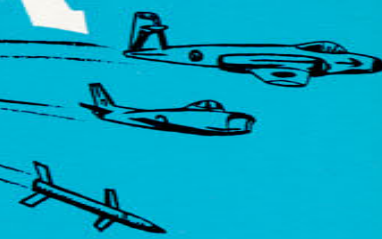
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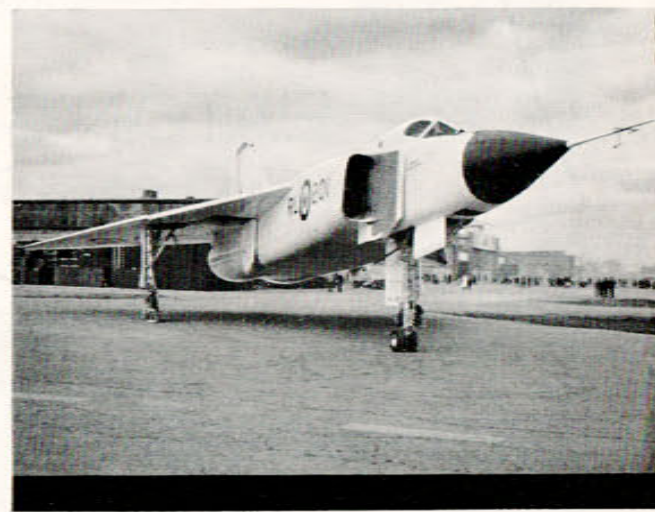
VOYAIR



An Airforce Newsmagazine



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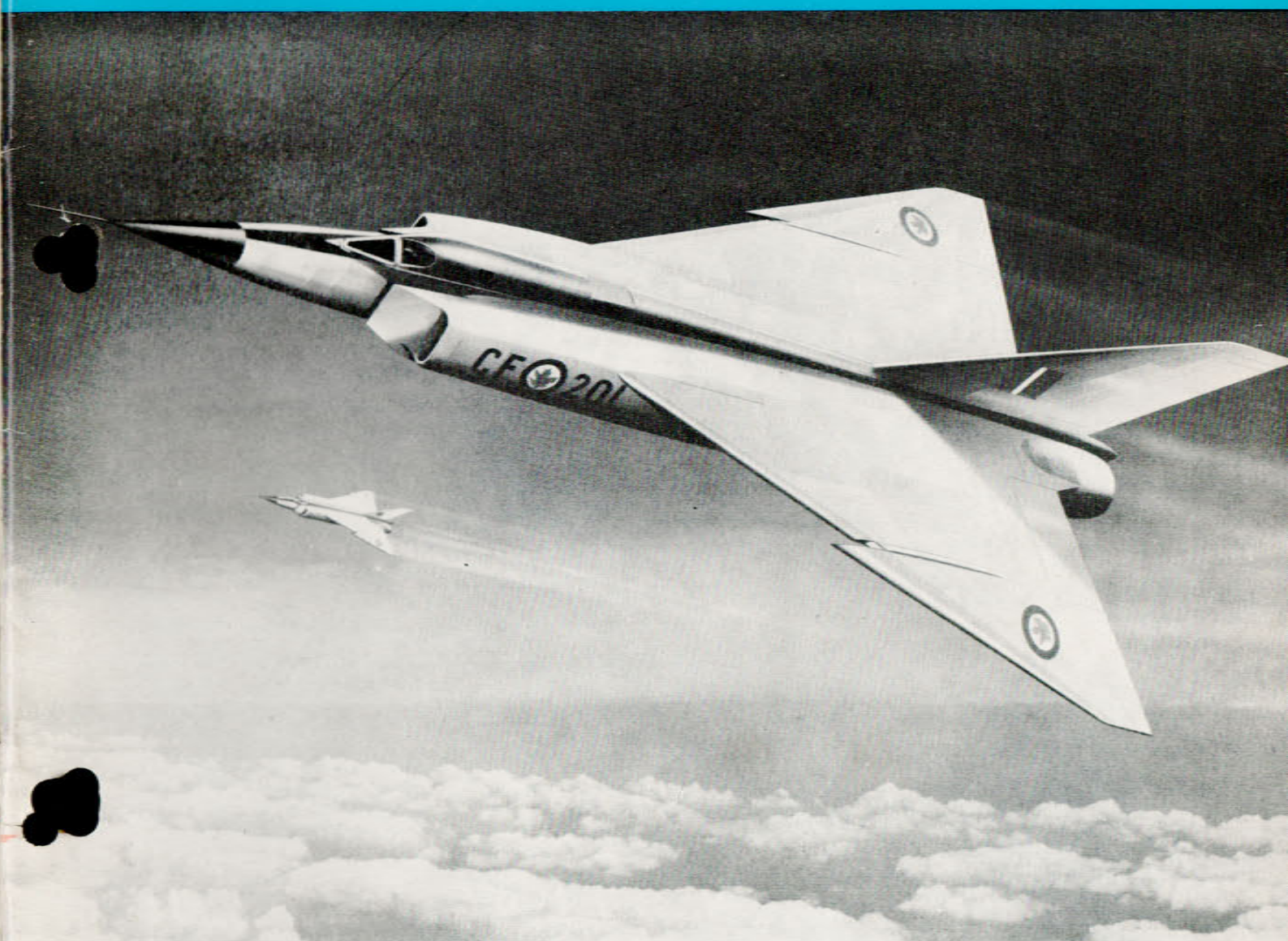
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No. 5 in a series

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The Bristol organization in Canada comprises three extremely modern plants. The plant at Vancouver International Airport, (see photo below), overhauls and repairs engines for R.C.A.F., R.C.N., C.P.A. and P.W.A. The Winnipeg company, largest aircraft plant in Western Canada, modifies and repairs aircraft for civilian operators and the R.C.A.F., makes aircraft and engine components, manufactures floats for the de Havilland aircraft. The extensive repair and overhaul plant in Montreal North handles piston-type engines, mainly for R.C.A.F. and T.C.A.



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AN AIRFORCE NEWSMAGAZINE

VOL. 6, No. 9

NOVEMBER, 1957

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TECH NEWS AND REWRITES

CONFIDENTIAL

BY CPL. RON BAYNES

Art by F/O D. RYAN

FOR this issue, Voxair has gone introspective. All of our resources, literary, photographic and otherwise, normally occupied in the business of legalized snooping into the affairs of other sections, have been trained inward, in order to present a picture of the inside operations of your Station magazine, and to answer questions that may occur to readers of Voxair.

First — "Why Voxair?" — The question is often heard and the answers are varied and numerous. "To make work for me," growls a harried correspondent racing to beat the deadline. "Because they need a place to print the Graduation pictures," says another. "To give the Station Fund Committee something to argue about," suggested a third.

The question arose as early as the first issue which hit Station news-stands on May 30th, 1952. The answer as furnished by the Editor on that occasion, pointed out that from "Air cadets to Air Officers" there were some twenty units in the area and that Voxair's mission would be to present a picture of how each section, unit or what-have-you fitted into the larger scheme of things. This remains as good a definition as any. Communities smaller than this station have felt the need for a local journal. Voxair is a community magazine. It is a product of Station Winnipeg's personnel, produced without the aid of public funds, staffed by volunteers—people with an interest in things journalistic, artistic, photographic or otherwise, backed up by others interested in organization, management or even salesmanship.

Like most enterprises, Voxair has had its ups and downs, its bright

moments and its dim ones. These have been governed largely by the interest taken in the magazine by the personnel of the station itself. When this has ebbed, or expressed itself only in a desire to read the finished product, (with a keen eye for faults), the magazine has suffered. When everyone has pitched in, Voxair has reached its highest goals. By and large, slight setbacks notwithstanding, the magazine has progressed steadily. At present its star is in the ascendancy and it is reaching more people with more material than ever before. In five years it has grown from a small station magazine with high hopes, to the largest publication of its kind anywhere. Although at times in its history it could have been described as an involuntarily non-profit enterprise, Voxair is now paying its own way and shows every sign of continuing to do so.

The magazine's organization falls roughly into four sections, although as with all voluntary setups there is some overlapping and sharing of responsibilities, all members co-operating toward the final objective—a good issue.

The four sections are Production, Advertising, Circulation, and Administration. The Production department, directed by Cpl. Don Askett, arranges the content and final lay-out of the magazine from a gleam-in-the-eye to the finished product. Advertising, managed by Cpl. Robinson, provides the revenue which helps make Voxair possible. Circulation (Cpl. Gil Smith) handles distribution and sales. The fourth prong is Administration—the office management and paperwork of the magazine. A formidable volume of material, promotional, journalistic and accounting, useful and useless is dumped daily

on Voxair's doorstep and without constant vigilance and ruthless turfing, the Rec Centre would long since have developed a southward list. Responsible for this phase is Cpl. Bill Bambrick, who is also the editor of "Things Technical"—a new feature.



F/O RALPH SOTOLOV

Co-ordinator and supervisor of these operations is the Editor-in-Chief, F/O Ralph Sotolov. Ralph came to Winnipeg from Portage in March 1957. An Education Officer, he is a graduate of the University of Manitoba (B.Sc. and B.Ed.). Apart from his supervisory and co-ordinating duties he takes an active part in the production and business phases of the operation. He sells advertising, writes some of the material and works on rewrite, proof-reading and the administration of the "goosing" process—a procedure sometimes necessary to ensure the timely arrival of contributions from correspondents.

From worried frown to magazine, Voxair's period of gestation is roughly one month. The process



CPL. BILL BAMBRICK

begins with an empty folder and ends with a last-minute flurry of activity, a sigh of relief and a five-minute pause before the process is repeated.

In the beginning is the Material. This comes from two main sources—outside and in. From the outside, come the contributed features, literary and photographic—ranging from the one-shot effort of the contributor who slips his effort under the door, signed illegibly and without phone number, to the regular contributions of conscientious section reporters. Also from outside comes a steady supply of Public Relations material, thanks to the helpful offices of the 14 Group HQ Public Relations Office—photographic material from the Photo section, promotional blurbs from outfits in



F/O MAURICE HARVEY

the market for free advertising, and news of a technical nature from aircraft and other manufacturers, much of which is useful and interesting.

The other source, material staff-written or produced consists of the Regular features—the Personality, the Vixen, the Cover-stories—the workmanlike articles of F/O Peter McLoughlin who, though long-since transferred to Ottawa, remains on Voxair's staff as Motor Editor. Also in this category is the Sports News, competently handled by LAC Al Ramsay.

Responsible for the features, personalities and cover stories are the Associate Editors—F/O Maurice Harvey and Cpl. Ron Baynes. The Vixen is the realm of Cpl. Don



CPL. RON BAYNES

Askett, and the penetrating Boyd's Eye View of Sgt. Boyd is now a regular feature. Staff photographs to accompany the articles are also the product of the versatile Cpl. Askett.

As this material flows into the office it goes into a folder which eventually will contain the copy for a new "Voxair." "Flow" is perhaps a misleading word for the material does not often thunder in, Niagara-like. At times, indeed, the rate of arrival is more like an idle ooze. But one by one, some with prodding, some without, the items are collected and the Sections report. Phone calls in the right direction arouse glassy-eyed Associate editors from mournful contemplation of last month's efforts and sends them stumbling around to interview Station Personalities who



CPL. GIL SMITH

greet them with varying degrees of enthusiasm. Native modesty, 8 a.m. irritability, or preoccupation with the job sometimes reduce these sessions to close facsimiles of a Senatorial Investigation Committee—long and earnest questioning punctuated by reluctant, monosyllabic answers. Meanwhile some other Associate editor is tripping over the feet of the long-suffering section selected as the subject of next month's feature.

Around this time Askett arrives with the Vixen and all work ceases while the current cheescake is panted over in the paste-up room. A fully-equipped and qualified Photographer, Don is an Instrument Tech who has built an interest in photography into something more than a hobby. He is responsible, each month, for the production of one — mouth-watering lovely,



CPL. DON ASKETT

built to Voxair specifications.—or merely built as the case may be,—a decoration calculated to maintain the popularity of the magazine. In this he has succeeded completely. Don has stated gravely that this assignment is not the picnic that it might appear to be from the viewpoint of the outsider. To get the right picture he has often worked as long as four days on one assignment. An average of 35 pictures are taken and rejected before the Vixen emerges in her semi-garbed glory. The pictures are taken in Don's home, in the presence of his wife, thus relieving him of the necessity for lengthy explanations when Voxair goes on sale.

While all this is going on, Cpl. Bill Bambrick, a full-time member of the staff, who in addition to his duties, is studying for entrance to University, has waded through the the final mass of material, turfed out the unwanted, placated the unsatisfied, and answered the mass of correspondence which has poured in since the last issue. Gil Smith having completed the circulation chores attendant on last month's issue prepares for a new onslaught. Everything,—the features, the photographs, Maureen Harper's Record column, the cartoons, some by F/O Ryan, some by Ron Baynes, the reports from the sections and the institutes, and other items too numerous to mention, is in the folder, ready to go through the mill. There is one important matter however to be attended to—the Advertising. For without Advertising—no magazine. Thanks to Cpl. Robinson and

his team of salesmen, Voxair has a large and satisfied list of advertisers, local and otherwise, who take full advantage of Voxair's unique ability to reach the Serviceman.

So at last it's all there—all counted, typed, written, rewritten. Now the last minute check to make sure everything is as it should be. No one libelled,—no misnaming of principals in important events, we hope, no statements liable to cause World War Three or even lesser conflicts. No passages like the contribution, quickly chopped, which started off by offering sympathy to a section-member who had suffered a death in the family and which proceeded—“... and now on the pleasanter subjects—the Promotion Board...” Or the “Cpl. Doe was late for work again—where do you hang the bottles, Joe—outside the window?—ha, ha” kind of thing. This last-minute refinishing is principally the work of Production, although everyone lends a hand. This is true indeed of all phases—no one on Voxair's Staff relies on ceremony in stepping across Organizational lines to get the job done.

The magazine goes to the printers. After a week, during which the next issue begins to take shape, the proofs return. These are painstakingly read—a long, tedious job for which great patience, eagle-like eyesight and an urn of coffee are good assistants. Errors occur inevitably, but they occur, Voxair is happy to state, with diminishing frequency—embarrassing slips like the stirring farewell-in-print offered by one section to a departing member, which ended



F/O D. C. RYAN

with a fervent wish for “Good duck” in his next posting. But all in all, such bloopers, from which even TIME and MacLEAN'S are not immune, are a minor characteristic of the magazine.

“Voxair,” the finished product—returns about a week after the final proof-read galleys have been returned to Wallingford Press, and the magazine goes on sale. Bit by bit, the comment arrives by hearsay, personal contact, or telephone.—“How come you didn't use my stuff?—I sent it in yesterday...” —“You failed to mention the annual get-together of the Station Chinese Checkers Club...” —“What's the matter, you guys—didn't you hear I got a ticket for speeding on Whytewold?...” And once in a while even a bouquet—“Not bad—better than last time.”

Fine. That's the way we want it.



CPL. J. A. ROBINSON

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INDUCEMENTS

Shall we sign now, Sir?

A Tour with the AIR FORCE POLICE

By F/O M. A. HARVEY

Photos by LAC DON PARKER



Sgt. J. Mowat of the Canadian Corps of Commissionaires checks a civilian driver's identification at the Guard House Enquiry Wicket.

NY person first entering Station Winnipeg will probably find that his first contact with the unit will be with a member of the Air Force Police (AFP) at the Guard House, which stands beside the main gate of the unit. He may be asked to identify himself, and if he has an automobile, to provide his pink card as evidence of financial responsibility. He may wish information as to where he can find buildings and people on the unit. He may wish to report something lost or found, or require assistance in other matters. Dealing with such problems is only part of the duties of the AFP.

Organization and Duties

The Station Security Officer, F/L L. Boyle, is responsible directly to the CAo for all matters pertaining to station security. The Station Security Officer is not normally a security officer by trade, but assumes this work as a secondary duty. Directly responsible to the Station Security Officer is the Warrant Officer in charge of Air Force Police. Until the 26th of Aug 1957, WO2 Martling held that position on Station Winnipeg. He was posted to 7 Fighter Wing at Marville,

and was succeeded by WO2 R. Hodge, who recently remustered from Station Warrant Officer to AFP. He has served 17 years in the RCAF and spent 5 years in the RCMP.

At present there are 14 Air Force Police on strength at Station Winnipeg. Among these are several ex-air crew members of the RCAF,

and all but two are ex-civil police. Three of these are ex-RCMP, six ex-Metropolitan police, one an ex-Ontario Provincial policeman. Cpl. N. S. Hutchinson has had 15 years previous experience in the Royal Ulster Constabulary.

The AFP on Station Winnipeg are divided into two main sections, each of which is headed by an NCO. The Administrative Section is under the control of Sgt. McCabe, who has been on the unit 1½ years, having spent 3½ years in the Navy before joining the RCAF six years ago. Sgt. Kampen is the NCO in charge of Investigations Section. Sgt. Kampen has 15 years of RCAF experience including a year with 402 (Aux.) Squadron in Winnipeg. Previous to his present job, he was with 1 Fighter Wing at Marville, France.

Under the Administrative Section come four shifts, each consisting of two AFPs. They provide 24-hour duty in the Station Guard House, and work twelve 8-hour shifts on, alternating with four shifts off.

They are responsible for such things as the following:

Minor investigations,



Sgt. H. M. Kampen interviewing a witness.



Upper
LAW B. Redmond fingerprints LAC JAP Messier.

Lower
Cpl. Hone on Station Traffic Patrol checks with traffic offender on Stn. Winnipeg.

Pay escorts,
Care of detainees,
Escorting detainees to meals,
Security patrols,
Checking hangar guards,
Traffic control (a minimum of 30 miles per shift),
Checking dress and deportment,
Apprehension of AWA personnel,
Serving summonses for civil police authorities, and
Liaison with civil police.

Three other sub-sections which come under the NCO i/c Administration are Identification and Car Passes, under LAW B. Redmond; Commissionaires, of which there are nine on the unit, under Sgt. J. Mowat; and Key Security, which

looks after the changing of locks, maintaining of key registers, and the securing of duplicate keys for unit buildings. Cpl. Hone, who is in charge of keys and locks, is senior in service in the AFP section of Station Winnipeg.

Sgt. Kampen, the NCO i/c Investigations, has one assistant, Sgt. W. Kirkpatrick. The function of this section is to investigate all types of cases on the unit, with particular emphasis being placed on the more serious and lengthy types of investigation.

Cars and Tickets

Possibly more people have had contact with the AFPs as a result of traffic violations, than any other

offence. Station Winnipeg differs from most other units in its handling of motor vehicle violations, in that charges are laid in civil court in the City of St. James, under Government Property Traffic Regulations, rather than the unit dealing with it merely as a violation of Station Standing Order. The three most common offences of this nature are:

- (i) illegal parking,
- (ii) speeding,
- (iii) ignoring stop signs,

and in that order of frequency. Since the 1st Jan. 1957, 240 charges have been laid in civil court with respect to traffic offences on Station Winnipeg. It must be pointed out, however, that this includes civilian as well as service offenders, and often involves transient vehicles such as taxis and trucks.

Custody

When Air Force personnel are confined to barracks, or placed under open arrest, the Guard House becomes a reporting centre for these people. If an airman is sentenced to 14 days or less detention he may spend it in the cells of the Guard House, and if over 14 days will be sent to No 9 Service Detention Barracks, at Fort Osborne Barracks.

After such sentence, he is given a medical examination to ensure that he is physically fit to undergo detention. His kit is picked up at the unit, and placed in storage. At detention quarters he must take a shower and is issued a pair of black overalls which will be his dress for the period of detention. Here on Station Winnipeg he will be em-



Cpl. Hone checking security of detainee.

ployed in various clean-up and ground maintenance duties, while under guard. Those who proceed to No. 9 Service Detention Barracks have a programme of foot drill, clean-up duties, lectures and classes, making up the bulk of their detention period routine.

Lost and Found

Did you lose one of the 321 articles found during the year 1956-57? If so, it is probably locked up in the Guard House Lost and Found Section. Among the items in storage are a bicycle, ladies' and men's coats, electric steam iron, cameras of various descriptions, men's cufflinks, ladies' purses, bathing suits, spectacles, hundreds of keys, hats, rubber footwear, and even a dart board counter and a kerosene lantern. Some time ago there was also a motor cycle. This has, however, been claimed.

What happens to these articles? Normally after being unclaimed at the end of one year's time the CO of the unit has authority to dispose of them either by sale on the unit, in which case the proceeds go to Station Fund, or by donating them to some recognized charitable organization.

The AFPs on any unit, and Station Winnipeg is no exception, are a particularly highly qualified body of men, who must often work under extremely trying conditions. Their personal standards are expected to be exemplary, and they



Don't try to identify these lost and found articles from this picture.

must avoid giving any justification of criticism for high-handed methods in dealing with unit personnel. AFPs are the first to point out that their main function is one of protection and prevention. To this end they can well be considered as guarantors of rights and freedom, other than restrictors of personal liberty when they carry out duties. They will also be the first to admit that in the performance of their duties, the most important single factor which enables them to do their job, is the co-operation of all people with whom they deal. If we accept that the rules and regulations under which we live are for the ultimate benefit of the majority, it is scarcely fitting that the responsibility for their enforcement should lie with the small percentage of men and women who make up the AFP. That responsibility belongs to all personnel on the units.

When next you see an airman wearing the red AFP arm band it might be well to remember that he is going about his work, quietly and efficiently performing his duties, safeguarding personnel and property on his unit.

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F/L VAL BURDETTE

SGT. HANCOCK

WO I MUNRO

WINNIPEG PERSONNEL PLAY PROMINENT PART DURING THE *Queen's Visit*

By F/L VAL BURDETTE

THE date is October 12th, 1957.

The place, RCAF Station Uplands. The time, 1630 hrs. The huge B.O.A.C. DC-7 taxis to a stop in front of the hangar—the door opens and there stands Queen Elizabeth II. The crowd goes wild, the red carpet is rolled out, and Her Majesty is greeted by the Governor-General, Prime Minister and Mrs. Diefenbaker.

As the Queen mounts the dais, the crowd grows suddenly quiet—this was our show, the RCAF Royal Guard of Honour, and I was the Guard Commander. "Royal Guard of Honour, Royal Salute, Present Arms!"—this was the big moment, but only one of the big moments for which my guard had trained so diligently. And as the band played God Save the Queen, one hundred men and one hundred rifles, as if moved by an invisible force, snapped to a precise "Present Arms."

This was the first time since 1939 that the RCAF had paid homage to a reigning British Monarch.

The story of the Royal Guard of Honour commenced when AFHQ requested TCHQ to supply and train a 100-man guard for the arrival at RCAF Station Uplands of Queen Elizabeth II.

One hundred and fifty new recruits were selected from RCAF Manning Depot at St. Johns, Quebec, Officers, WO's, and Senior

NCO's were selected from Training Command Stations across Canada, and all personnel were to report for training, a period of five weeks, at RCAF Station Trenton.

On arrival at Trenton all personnel were "put in the picture" and told our training would be as follows:

0745-0830 Physical Education. (This was the roughest part of our training, starting off with a 1 to 1½ mile run around the track, then calisthenics for the rest of the period, finishing up with another half-mile around the track.)

0900-1130 Sword, Colour and Rifle drill for Officers. Foot and Rifle drill for the Airmen.

1130-1245 Lunch.

1300-1615 As above, plus occasional route march.

Other than the six NCO right and left markers and the NCO's of the Colour Party, only five airmen had ever been on a parade square or had seen a rifle and bayonet previously.

Every day, airmen who did not meet the required standards were weeded out and transferred to a special squad, and from then on, acted only as spares.

In case of unforeseen circumstances a deputy guard commander

was also trained, along with a complete spare colour party.

When formal training was almost complete a delegation of senior officers from AFHQ arrived at Trenton to witness a full dress rehearsal and only minor changes had to be made.

Three days before the date of Queen's arrival, the complete guard embarked by special train from Trenton to RCAF Station Uplands—the train was to be our home until after the big day—it was just impossible to get accommodations in Ottawa.

Our rehearsals at Uplands were just to smooth out any rough edges and this was achieved after three dummy runs and one full dress run-through.

I dismissed the guard on Friday afternoon at 1400 hrs. so that ample time could be given to the cleaning of all equipment,—they were to report at 1500 hrs. the following day for the big show. One and a half hours before the Queen was due to arrive gave me enough time for an inspection of the guard and a few rifle movements to loosen up.

From the moment the hangar doors opened the ceremony of casing the colours and marching into position to await Her Majesty took exactly 13 minutes and 5 seconds.

At 1611 hrs. the hangar doors opened, the guard being at the slope and in line. Spotlights hit us, and

at 1612 I gave the order, "Royal Guard of Honour by the Centre, Quick March."

We marched for 94 paces and then turned right in file for 24 paces, this manoeuvre to centre the guard in front of No. 12 hangar, the hangar in which the inspection was to take place. The guard turned into line and also into the "take post" position. This meant the Fore guard turned right and marched five paces, the After guard turned left and marched for five paces. Both half guards halted as one, and right and left turned into line. The colours were then uncased and marched on to the position in the centre of the guard. The band took post and joined up in front of the Guard Commander. On my command of "Royal Guard of Honour by the Centre Slow March" we marched in line in slow time for 74 paces, this bringing us right inside the hangar. On the command "about turn" the guard commenced to "mark time" for 13 steps. On the 13th step the guard started their about turn. This manoeuvre was carried out so as to give the Colour Party time to carry out their rather complicated about turn. On the 20th step the guard plus the Colour Party halted as one. After the completion of the "Open Order" and "Right Dress" the guard was stood at ease, to await the arrival of Her Majesty.

I would like to mention at this time, that during our training at Trenton, the guard was required to stand absolutely motionless—starting at first for two minutes and gradually working up to seventeen minutes (if you don't think this is rugged, try it sometime! Watch it! I said not a move!!!).

By the time the aircraft had taxied in front of the hangar we were at the slope—the Royal Salute went like clockwork. I think my conversation with the Queen during her inspection of the guard might be of interest to you.

After the Royal Salute, I went forward to the dais, saluted the Queen and said:

"Your Majesty, I am F/L Val Burdett, Guard Commander of your guard.

"Do you wish to inspect your guard, Ma'am?"

The Queen said she would like to and off we went.

As I was escorting her from the

dais she asked, "Where do the men forming the guard come from?" I told the Queen they were from RCAF Manning Depot at St. Johns, Quebec—that they were all new recruits, being in the service for 3 to 5 months and they came from homes throughout Canada—from Halifax to Vancouver.

Her Majesty then commented on what a lovely time of the year it was to arrive in Canada and what wonderful weather we have. We joked about this, and I can only say that the Queen's beauty is only surpassed by a ready wit. She next talked about the hangar—it was of the cantilever type—and what a good idea to have the ceremony inside. I explained the reasons for

this to her. "Who polishes the hangar floor?" she asked. To which I answered, "No one polishes the floor, Ma'am; it is always this way." The Queen looked at me with that lovely smile or hers, so I quickly said, "Forgive me, Ma'am, but I'm afraid the airmen have to do it." Her answer was in a flashing smile.

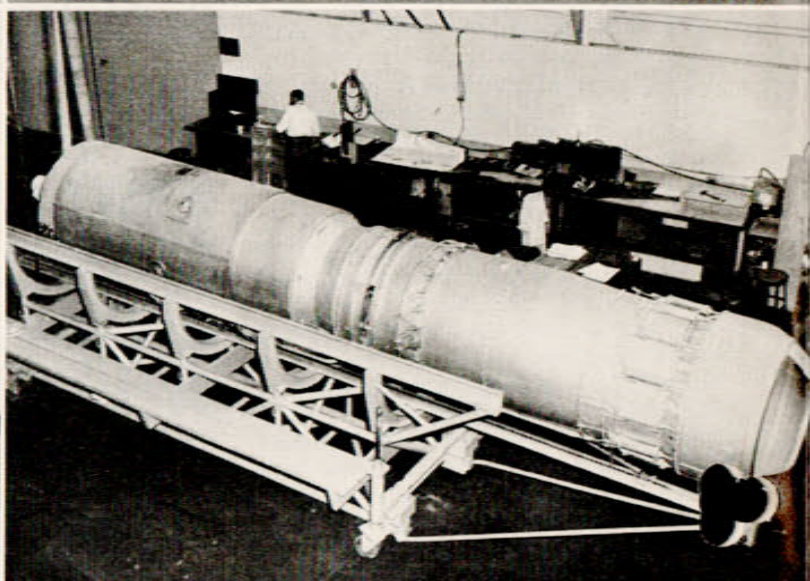
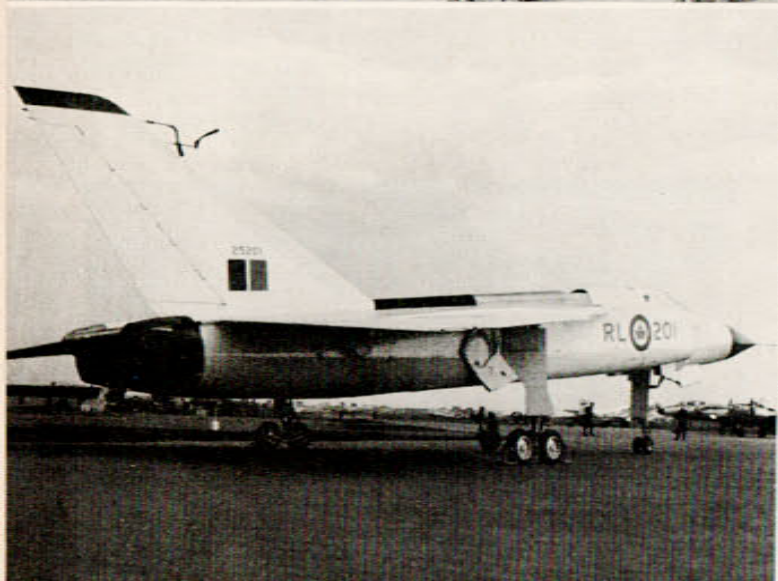
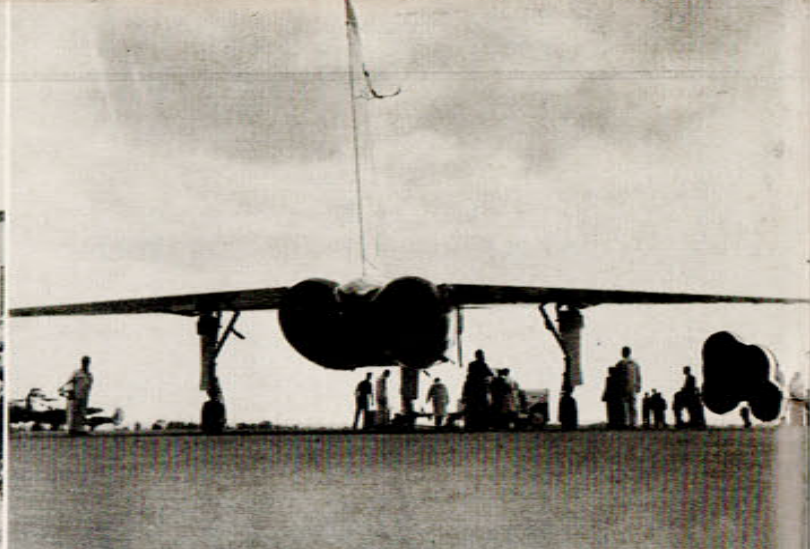
As I escorted Her Majesty back to the dais, she thanked me and told me that my guard was one of the finest she had ever inspected.

"Was it worth it?" I have been asked. All the organization, five weeks of training, etc., etc. When Navy Admirals and Army Generals come up to me and say "Excellent show"—it was worth it.

PER ARDUA AD ASTRA



The Queen is escorted by F/L Val Burdette on her inspection of the RCAF Guard of Honour.



Top to bottom

The official unveiling of the new Avro Arrow CF-105.

Three-quarter rear view showing the massive 14-foot-high vertical fin and the dual jet pipes.

Technicians work on free flight model prior to launching.

Ground crews towing the big supersonic fighter out on the ramp at Malton Airport.

Mock-up of J-75 engine on engine installation trolley.

This plan view of the Arrow emphasizes its most overpowering aspect: its size.

THINGS TECHNICAL

By CPL. BILL BAMBRICK



THIS IS THE ARROW . . .

CANADA'S first supersonic aircraft, the CF-105 Avro Arrow, was unveiled at Avro Aircraft Limited, Malton, Ont., on Oct. 4th.

On a signal from Defence Minister George R. Pearkes, V.C., the huge white delta-winged fighter emerged from the production bay before a massed gathering of government, military, civic and industrial leaders, and employees of the company. Overhead, CF-100s flown by Avro test pilots swooped low in salute across the big crowd.

Roll-out of the first Arrow in a record four years from the time Avro was given the "go-ahead" to design and manufacture a successor for the CF-100 climaxes a mass of engineering research and manufacturing techniques in fields completely unknown when the project was undertaken.

It was in July, 1953, that the government authorized a design study of the CF-105, which was the code name first given to the Arrow. Within two months the first wind-tunnel tests were being run. These ranged from slow speeds to twice the speed of sound, and 17 models of various sizes were used to obtain necessary structural and aerodynamic data.

Wind-tunnel limitations caused Avro engineers to explore further techniques for obtaining important aerodynamic data. Eleven large scale free-flight models with rocket-propelled boosters were fired at ranges in Canada and the United States between 1954 and January of this year. These models, simulating the flight of the full scale aircraft, were instrumented and trans-

mitted their in-flight information back to a ground station.

During 1954 when preliminary design was completed, the RCAF adopted the CF-105 designation for the aircraft. Later in 1954 power plant problems arose which required major changes in the proposed program. The Rolls Royce RB 106 engines which were incorporated in the design would not be available in time for the CF-105, and were replaced by two Curtiss-Wright J67 engines. Then, in early 1955, the U.S. Air Force disclosed that the J67 also would be too late to meet the Avro schedule. At this point, the program now in effect was established—the installation of Pratt & Whitney J75s as an interim measure, and Orenda PS 13c (Iroquois) when they became available. Although the Iroquois development was well advanced, and its specifications more than met Avro's requirements, the combination of an untried engine and an untried airframe was considered not practical on an aircraft development flight test program.

From the time the basic configuration was established to the

end of 1956, up to 460 engineers, technicians and draftsmen worked on the design and development of the Arrow and its systems.

Aerodynamically the Arrow was entering a new realm of science. Performance, stability and control problems were difficult to evaluate, and data had to be obtained to establish air loads on the wing, fin, canopy and control surfaces.

Analog computing equipment was installed to accelerate the solution of aerodynamic and stress problems. The company also obtained a new electronic digital computer of great speed and capacity to accommodate its accelerated research and development program in supersonic aircraft. This was the IBM 704, a giant computer equivalent in calculating and problem-solving power to 3,000 perfectly organized and trained engineers.

Supersonic aircraft also involve problems which previously could be ignored. Two such problems which required extensive investigation relate to structure weaknesses caused by heat and sound. The heat problem is caused by friction between the air and the aircraft skin. Temperatures attained while flying at supersonic speeds are high enough to weaken structure—the higher the speed, the greater the heat, the bigger the problem.

There are two main types of detrimental sound—jet engine and aerodynamic. These can cause skin panels to fracture and rivets to loosen, again weakening structure. Sonic structural tests are being carried out constantly and will continue until they have run long enough to indicate satisfactory panel life.

The hundreds of items of mechanical, hydraulic, electrical, and electronic equipment in the Arrow are all required to operate in a severe high-temperature, high-alti-

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tude environment with the utmost reliability. Equipment which would perform under these conditions did not exist when the Arrow design got under way.

Long before the first of the 17,000 engineering drawings were released to the Manufacturing Division preparations for production planning and tooling-up were already well under way.

Over 176,000 square feet of additional floor space was provided for the Arrow program. New machines, including a 15,000-ton rubber pad forming press, a big metal-to-metal bonding autoclave, a special heat treat furnace, a giant skin mill and heavy machining equipment were brought in.

The Procurement Department began negotiations which resulted in over 650 suppliers being established for the present Arrow program. As the program progressed, more than 5,000 people were found to be employed outside Avro in the manufacturing of Arrow parts and tools.

Using over 1,500,000 square feet of floor space the thousands of production shop personnel have made and assembled some 38,000 parts into the first Avro Arrow. This was a giant task while still maintaining scheduled production in all phases of the CF-100 program.

In the production shops difficult machine and forming operations became the rule rather than the exception, while many major advances were made in tooling techniques and methods.

Evidence of the successful pre-planning of the Arrow program throughout the tooling up, manufacturing of parts and assembly of the completed aircraft is evident today. The Arrow was fabricated and assembled in less than two and a half years from the date of the first design release. In addition, the

first Arrow's man-hours-per-pound ratio is approximately 80% of projects of similar size and complexity throughout the aviation industry in North America.

It is now four years since the design started. This is considered better than average for the time required to design and build present day high performance aircraft.

The present Arrow is on the threshold of the heat barrier, popularly called the "Thermal Thicket," and studies are now under way to adapt the aircraft for even higher speeds to pierce this barrier.

AVRO ARROW FACTS

SOME conception of the major problems which were met and overcome in the design and manufacture of the Avro Arrow can be obtained from the following:

- ▶ The aircraft required control mechanisms sufficiently powerful to lift the equivalent of six elephants standing on the elevator.
- ▶ Wiring in the Arrow extends 11 miles and there are enough tubes to take care of 200 TV sets.
- ▶ There are 800 separate relays, fuses, switches, terminals and other pieces of electrical hardware in the aircraft.
- ▶ At 1200 mph, air friction raises the temperature of an aircraft's skin by 300° F. Even at high altitudes with the outside air temperature at around 50° F. below zero, the skin temperature is still 40° F. above boiling point of water.
- ▶ At a speed of 1200 miles an hour, at high altitudes, the perspex canopy enclosing the pilot and radar-navigator would start to blow out like bubble gum—because of high temperature caused by skin friction, plus the fact that

the inside of the canopy is pressurized. This was overcome by installing tempered glass windshields about an inch thick.

- ▶ Air-conditioning system in the Arrow must be capable of handling temperature changes of 100° F. a minute. The refrigeration capacity of the system would be equivalent to 50 domestic room air-conditioners and could produce as much as 23 tons of ice per day. The system could also change the air in a room 20 ft x 12 ft. with a 10 ft. ceiling 10 times per minute.
- ▶ There are 13,000 parts in the CF-100. In the Avro Arrow there are 38,000.
- ▶ Some 17,000 engineering drawings were released for the Arrow 1.
- ▶ When design began on the Arrow, many of the special metals and materials required had not even reached the research stage.
- ▶ On servicing alone, an Avro-RCAF maintenance group had to design some 200 pieces of equipment. These include the engine starter truck which is itself a gas turbine engine mounted on a jeep. The power-and-air-conditioning truck must maintain a constant flow of air at 55° F. to the weapons, electronic and other sensitive equipment under all ground temperature conditions.
- ▶ To achieve its supersonic speeds, the Arrow uses about twice as much power as that required to drive the Queen Mary.
- ▶ This power is almost sufficient to lift the aircraft vertically off the ground.
- ▶ Though the Arrow is a fighter, it had to be designed with an armament bay as large as the bomb bay of a Boeing B-29 bomber.
- ▶ During design, literally millions of calculations were made by mathematicians working with the latest computing equipment.
- ▶ The hundreds of items of mechanical, hydraulic, electrical and electronic equipment in the Arrow are all required to operate in a severe high-temperature, high-altitude environment with the utmost reliability.

George Learmonth, superintendent of the Technical Workshops, has grown up with the RCAF.

George was not legally of age when he walked into the RCAF Recruiting Office in his home-town, Ottawa, in April, 1937. He was nineteen. The Air Force was only thirteen. Fleets, Wapitis and Verettes ruled the Canadian air; Hitler was a far-away nuisance and puttees were the thing. Recruits did not go to a manning depot, but to Camp Borden for a two-month course of Rifle drill, which included such delights as 6 AM P.T. and day-long square-bashing. George took it in his stride and had been whipped into Service shape when his first posting followed—to Trenton, Ontario.

Trenton had just gone through the famous tornado of 1937, which had devastated part of the base. Even without tornados, the base was no marvel of comfort at that stage. New barracks were being built, but until they were ready George moved into a tar paper shack. Neighbors in the shack included the first course of Sergeant Pilots to be trained.

Sports played a major part in pre-war Service life. He played hockey, (right wing), and took part in the numerous track and field events, specializing in the 220, 440 and 880-yard varieties. These meets, he says, were more like current Air Force Day celebrations, rather than field days of today. The public turned out in large numbers. There was a parade and a march-past of the competitors, Olympic style, and a dance in the evening. Interest was very high, both service and public, as at that time there were many really outstanding athletes in the Service.

George had improved his trade proficiency by extra part-time study, but when the war broke out he, along with many others in the same trade, found the trade of machinist rather static and forgotten. His fellow-machinists elected him to approach the Inspector-General, (a now defunct appointment), when he visited Trenton. The Inspector was sympathetic to the Machinists' beef, and within a month, thanks to George's efforts, the trade was on the move again.

George was married while sta-

Personality

WO2 G. T. LEARMONTH



LAC Don Parker

tioned at Trenton. His bride was the former Phyllis Armstrong, a Trenton girl whom he met while singing in the choir.

After setting some sort of record for permanence of postings, he moved on to Camp Borden again. There, from 1947 to 1951, he was an instructor at No. 2 TTS. "Funny thing," says George reflectively—"Every ten years I seem to go back to Borden . . . '37, '47, and I was just back there this year, '57, for a Service Management Course."

After Borden came Claresholm, in '51. He stayed there over four years, nine months of which were spent as Station Warrant Officer of the unit. From Claresholm, he came to Winnipeg where he quickly became known as one of the station's most energetic and effective organizers.

George's many activities include his position as Mayor of the large PMQ's area of this unit. In the discharge of his many responsibilities, he is assisted by nine representatives who were all elected, like himself. Characteristically he is high in his praise for the work of his colleagues. His term as Mayor has been a very successful one.

Another of George's interests lies in archery. He built up from scratch a Station Archery Club which won the trophy in '56 and '57. The '56 win was forfeited because of a technicality, but the '57 victory brought the Cup back to Winnipeg, where George's own section had it engraved with the names of the victors.

The Learmonths, George, Phyllis, Joan, Suzanne, Trudy and Tom, live at 494 Sharpe Boulevard, in PMQ's. When not at home, they may be found camping in the house trailer which George built for vacation trips. In the trailer, the Learmonths have taken four-thousand-mile trips to most of the national parks and other vacation spots of the continent.

Machinists, Metal-workers and Carpenters are all a part of the team in Technical Workshops. The clatter and roar of workshop activity is often so intense that ear-plugs are on the scale of issue (c/w neat plastic case). But in spite of this, one can see that this is a smooth-running organization. George gives the credit to his men, but it's a cinch that much of it belongs to George himself.

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A Boyd's Eye View of . . .

ARRIVING IN WINNIPEG

THE light from the headlamps stabs the inky blackness illuminating a portion of the road; the slip slap of the wipers accompanied by the constant thump of tires making contact with the sectioned concrete surface all add to the dismal thoughts of what lies at the journey's end. In the distance a light like some giant firefly pursuing a radar controlled course, bears down, and finally resolves itself into two luminous eyes which fix you in their stare and threaten to engulf all objects in their path, only to pass with a sudden rush of air and swish of flying spray.

Miles are eaten up and one perceives a misty glow on the horizon; this must be it; the goal that has seen one over thousands of miles of macadam and gravel. There is elation but rather quiet contemplation interrupted by the now constant flashing of lights as approaching vehicles pass.

The two-lane highway now breaks into four lanes divided by a boulevard, and with each passing moment the build-up of dwellings becomes more and more concentrated. Traffic thickens and misting rain makes visibility zero. The weather plus the uncertainty of how to reach one's final destination tends to produce an erratic driving pattern which increases while attempting to read street signs, traffic signals and indicators, plus dodging the inconsiderate inhabitants, whipping about in all directions like ants with their heads cut off, and making their horns bray like jackasses if there is one moment's delay when the light turns green, frays one's already strained nerves.

Battling the elements and ever-increasing numbers of vehicles, one approaches a broad street with traffic pouring in and out like water flowing in two monstrous aque-

ducts; one assumes this to be Portage. Negotiating such a street proves to be an entirely new experience and it is more by luck than good management that you inch your way to the side of the street and park against the curb.

Buttonholing the first passerby and asking for directions, you climb back into the vehicle and proceed down the first street on your right, then attempt a left-hand turn at the next intersection only to find that it is a one-way street and not indicated for the direction you wish to travel. Several one-way streets later and numerous turns; utterly confused and hopelessly lost, one peers through the now heavy deluge and can see in the distance what appears to be a service station. The logical solution is to attempt to get some definite directions and end this futile circling about. Wheeling the car into the station lot and making a mad dash for the building, one blurts out, "Which way to Stevenson Field?" This question seems to take the attendant by surprise and after several false starts he manages to give an answer that is noncommittal, disconcerting and only adds to an already confused situation. Thanking him for nothing and

dashing madly back to the car with stubborn bulldog tenacity you point the vehicle on a course that is determined by intuition rather than good judgment and you are finally confronted by a sign in fluorescent lights marked "AIR-PORT" with an indicating arrow. This proves to be another stumbling block when at last you find yourself smack in the centre of the TCA Terminal Parking Lot. Firmly convinced by this time that Station Winnipeg is a figment of the imagination but still having enough curiosity—so into the terminal to ask for directions once more.

It is pointed out by the gentleman at the desk that there is in truth such a place but it is on the other side of the airfield. Armed with more directions and with a few false turns from the course, one finds a road which seems a likely prospect worth a bit of reconnaissance, and there much to the surprise of your now weary travelers proves to be the answer.

A sigh of relief; a lessening of tension as one drives up to the barrier, and although you realize it is all new, one gets the feeling that it is somewhat like coming home.

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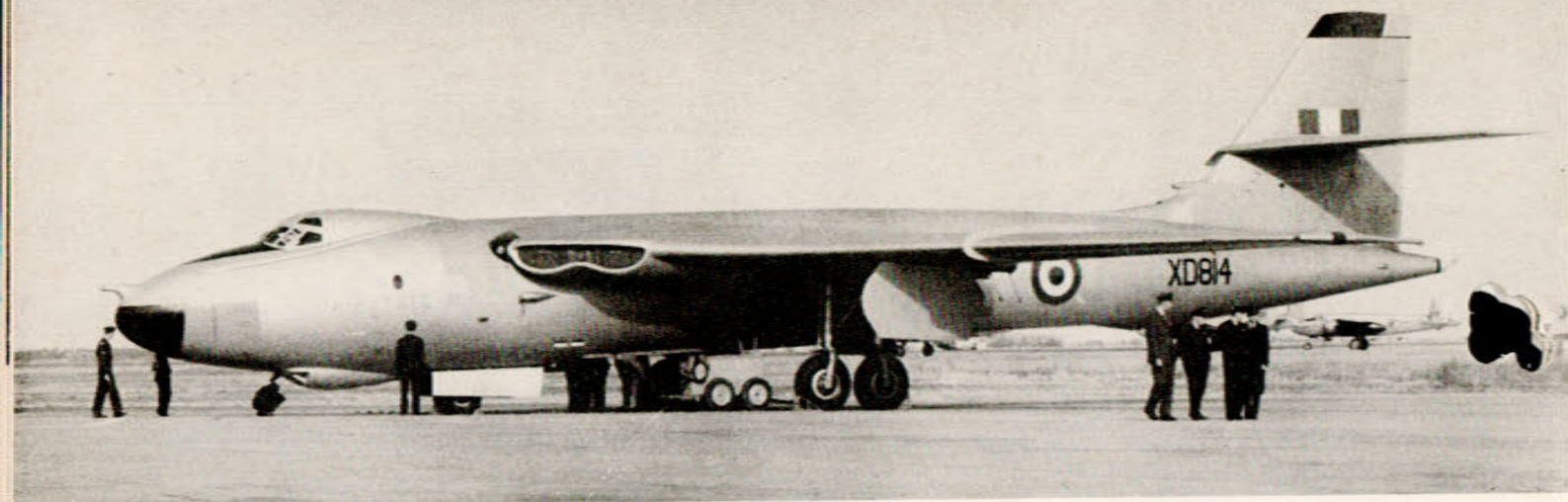
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CPL. D. Askett

The VICKERS VALIANT

By CPL. R. W. BAMBRICK

AT NOON on the 6th of November the tarmac in front of the 111 C&R Hangar became the focusing point of the attention of everyone on the Station as a visiting Vickers "Valiant," one of the "Vee-Bombers" series of new British nuclear bombers, dropped in for an over-night visit here. Carrying out a training flight from its home base of Marham, Norfolk (England), the jet-powered giant made the round-trip in five stages, stopping at Uplands, Winnipeg, Uplands, Goose Bay and back to Marham. Frost outlining the location of the huge fuel tanks still clung to the underside of its swept-back wings after its sub-sonic dash from Uplands at 48,000 feet.

The OC of the RAF's 148 Squadron (Marham), W/C F. D. C. Wright, DFC, captained the aircraft which carries a normal crew of five. Other crew members were: Co-Pilot, F/L D. M. Baldwin; Plotter (Navigator), S/L A. E. G. Woods; Observer (Radar Nav.), F/L A. R. Jordan; Signaller (Radio Op.), Flight Sergeant P. R. Walker; and one other member of the crew who only accompanies the aircraft when it is to land away from base, the Crew Chief (Flight Engineer),

Chief Technician (rank) E. P. Ludlow, B.E.M.

One of the famous "Vee-Bomber" series which includes the AVRO Vulcan, the Handley-Page Victor and our visitor, the Vickers Valiant, the aircraft is powered by four Rolls Royce Avon turbojets, each developing 10,000 lbs. thrust (static), enabling it to maintain a cruising speed of Mach 0.75 or, at 59° Fahrenheit, 590.4 miles an hour. The Valiant's top speed, as with many other details of the aircraft, is still secret. With a total fuel capacity of 7,000 gallons, its range, also secret, places it in the intercontinental class.

One interesting feature of the Valiant is that it carries no protective armament in the way of guns or rockets. The Crew Chief explained that, due to its great speed, guns would be useless since the time an enemy would be within range would be only about one-tenth of a second. The only effective weapon against such an aircraft as the Valiant, he went on to say, is the guided missile, and, although security prevented him from describing it in detail, he admitted that the aircraft's radar

equipment provides adequate protection from this threat.

On the technical side of things another interesting point is that the undercarriage, flaps, bomb doors, etc., are all electrically operated, deriving their power from a pack of four batteries giving a voltage of 112 volts. The remainder of the aircraft electrical system is 27 volts. The hydraulic system is

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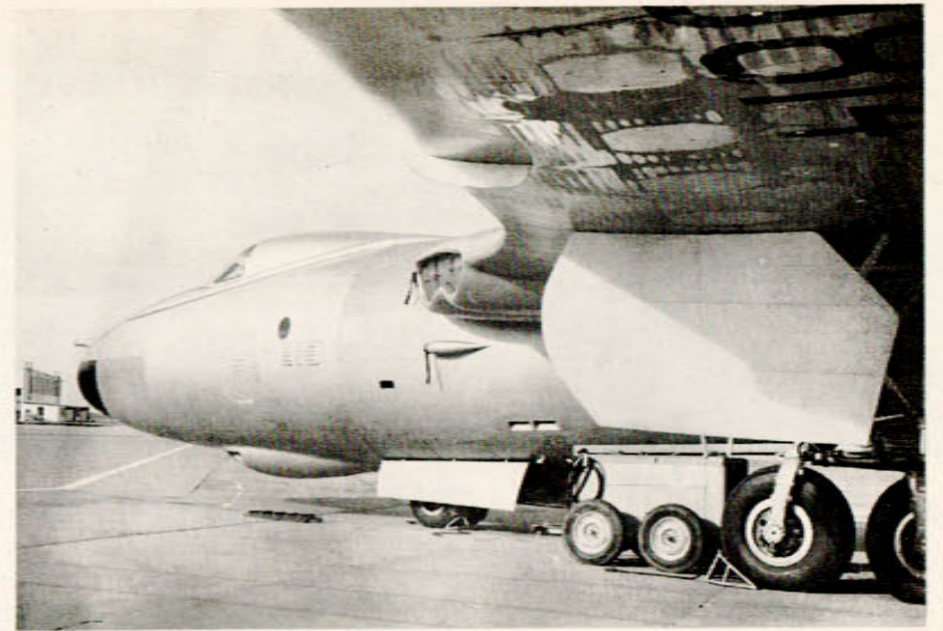
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limited to the brakes and steerable dual nose wheel. The huge (50 by 15.75) tandem main wheels fold outward and up into the wing.

On long non-stop missions, air-to-air refueling is accomplished by the short snout that is easily mistaken for an aerial on the nose. The ducts along each side of the nose running up past the cockpit are concealed fuel hoses that transfer the fuel to the tanks.

The small blister shown under the nose in the photo is for the visual bomb-aimer. Two types of bombing may be done in the Valiant—either visual or using radar. In its massive bomb bays which are big enough to store a small yacht may be carried either conventional or nuclear "firecrackers." Details of the bomb bay are also classified.

The enormous size of the Valiant is not evident as one approaches. If there is nothing close to it that will provide some means of comparison, it looks like any other jet. This was the impression first observed by this reporter—until a Mitchell happened to taxi by in front of it. Then you could tell the



CPL. D. Askett

difference! The Mitchell looks like a toy beside one of those things. I think the comment offered by one new B-29 pilot during the waning days of the war after his first flip in the Superfort would fit here equally well. . . . "Man," he exclaimed, "it's just like sitting on the front porch and flying the house!"

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Some of them sleep in silent graves
And some beneath the raging seas,
While some in sick beds lie at home
Remembering days that used to be.

There's many a home that's lonely
still
Many a heart is aching yet,
And we beg of God forgiveness
Should we ever dare forget.

COMMITTEE REPORTS THE P.M.C.

As President of this Branch of the Legion it is with much pleasure that I must say how much the page devoted to Legion affairs was appreciated by the members. The unsolicited acknowledgments certainly justify that this page should be continued. The efforts put forth by your editorial page about our activities is most commendable. The various Chairmen of our Executive Committees will be advising you about their committee activities.

T. BOURKE,
The PMC

The Legion Holding Company which is responsible for the building assets of the Branch are endeavouring to provide first class accommodation for all of our members. At the present moment as you pass along Portage Ave., you will notice the second floor is well under way, and it is our hope to have the new facilities made available for use by December 1st, 1957.

We will have a few changes on the second floor which will be different and better than our present accommodation. The Ladies' Auxiliary for example will have a new home. Accommodation for dancing is included in the plans in conjunction with our beverage facilities. Also, a reading library and quiet room are included, together with executive offices, and kitchens for special functions.

The co-operation of all members and guests is naturally requested to make this the finest Legion in this Command.

DAVE JOHNSTON,
Alderman, City of St. James,
Chairman of Holding Company.

On behalf of the St. James Legion, I wish to thank concerned for helping us not only to reach our quota of poppy and wreath sales, but to surpass any year in history.

This St. James Branch, to which many of you belong, set a record for the area. A little over 7,000 poppies were sold.

The main objective, the education of our youth regarding Remembrance Day, received a new lift. We were fortunate to have speakers in the schools who explained that young people, not much older than themselves, gave their lives that we may enjoy our present way of life. It rests assured that the RCAF received its proper place in the story unfolded.

Thank you for a job well done.

V. L. JEFFERY,
Chairman, Poppy Committee.

NEWS

The St. James Branch of the Canadian Legion No. 4 will be opening the doors shortly to the new Lounge and Beverage Room in our upper story. All Airforce men and women now serving are eligible for an Active Associate membership in this branch and at present we have quite a few airmen and ladies as members. When our new quarters are officially opened, we would be very pleased to see more of our serving comrades take advantage of our club facilities. I understand through the grapevine that in the near future our club will be holding a joint dance with some of your boys in the Drill Hall. Let's hope that we all have an enjoyable evening and become a little better acquainted.

The Canadian Legion Calendar for 1958 is again available to members. It is unique this year as each month is represented by a battle scene of that month with dates and explanation. Put your order in early.

SPECIAL EVENTS

At a recent special open meeting, our Branch was honored by the presence, among others, of Comrade A. H. Evans, President of the Manitoba-North-West Ontario Command.

Comrade Evans complimented our Branch on its progress over the past few years and wished us luck in the future.

Comrade Minton, chairman of Membership, had a number of his latest recruits out for initiation and under the able direction of Comrade Kidd it was a very colorful affair.

The highlight of the evening was the presentation of the Meritorious Medal to Comrade Dave Kidd by Comrade Evans, on behalf of the Branch. This award is the highest honor which our Branch can bestow and as we all know there is no one more justly deserving of the honor than Dave. Congratulations.

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of our old soldiers overseas need work, clothes and even food.

We are their agents in London for our organizations abroad and their members. We are their mouthpiece when needed. The list of those organizations set out opposite, gives some idea of the world-wide extent of our activities.

We work to keep alive the splendid comradeship, irrespective of creed, race or colour, that always exists in time of war.

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meet the canada goose

Who has not heard the plaintive cry of the Wild Geese heading northwards in the early Spring or riding the North Wind down to warmer climes when Winter hits the Prairies? Winnipegeers who have never hunted in their lives feel the queer thrill when the eerie song floats down from high above the City. A year or so ago a man in the jukebox was crying out to go where the wild goose goes, and many of us wished he would. While millions have seen their wedge-shaped formations high in the sky, it falls to the lot of only a few to meet them close to the ground and within gun-range, except in parks or places like the world-famous Jack Miner Sanctuary where they show no fear of man whatever. Many experienced hunters have tried for years and never yet succeeded in bringing a wild goose home for dinner.

By far the best known wild goose is our own Canada Goose or Honker as he is called for his quavering 'Ke-honk, Ke-honk' he invariably gives out while in flight. Easily identified by his long black neck and grey under-plumage, he is by far the largest of the family. However, there are wide variations in size, Canadas in some localities being only slightly larger than ducks, while others weigh 10-15 pounds and an occasional giant of over 20 pounds is shot. Living on a diet of marine invertebrates, seeds and green feed, he loves to find a patch of summer-fallow late in the fall where there is fresh green growth. Well blessed by Mother Nature with remarkable eyesight and hearing as well as with tremendous speed on the wing, he still holds his own against the thousands of sportsmen who think he should grace their dining tables.

The Canada Goose is most vulnerable when down on the ground or in the water. Unlike the ducks he cannot jump right into high gear from a standing or sitting start. It takes time to get his heavy body airborne and up to his normal air speed so he has a real need for the constant vigilance maintained by the flock at all times, day or night.

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MUSIC with MAUREEN . . .

HI! Well, I guess we should be having more snow soon, and with this cheery thought I shall begin this month's article. There isn't very much doing on the popular scene, so I will get right into the news of interest, and the latest record release.

There And Around . . .

By request of Her Majesty Queen Elizabeth, Guy Lombardo played for the dancing at the Commonwealth Ball on October 21, which was held in honor of the Queen and Prince Philip. Canadian-born Lombardo, who became an American citizen in 1931, cancelled \$10,000 in dates, and suspended his road tour to play for the royal couple. . . . After sharing the billing with Marie "The Body" McDonald at the Moulin Rouge Night Club in Hollywood, the Treniers, an up and coming vocal group, take over the top spot there for another four weeks. . . . Nick Boone, Pat Boone's younger brother, signed a contract with Dot Records. As it would prove too confusing to have two Boones on the same label, Dot changed Nick's last name to Todd, which is Dot spelled backwards with two d's, which was Nick's own idea and choice.

Have You Heard? . . .

Heading the list of most likely to reach the very top is Nick Todd's

new tune called "Plaything." This is another upbeat tune with a good backing. . . . Practically everywhere you go you will hear the latest Everly Brothers' release called "Wake Up Little Susie." This record certainly deserves the plays it is getting. . . . "A Pair of Fools," by Les Paul and Mary Ford; this is their latest release, and it could easily bring them back to the eye of popular music lovers. . . . On the flip side is "Fire," and, for the first time, Paul joins his missus on vocal. . . . "Little Girl Blue," Miss Joni James sings "I Give You My Word," it's an old song, but given a new interpretation by Miss James, and with a choral backing her, how can she lose. . . . The granddaddy of song, Mr. Crooner himself, is now on a new label. Bing's first release on the Kapp label is called "Never Be Afraid." Mr. Crosby sings this song with tenderness, and style.

Well, Frank Sinatra's "A Swing-in' Affair" is no longer on top on the most played long plays, but to take his place is another fabulous singer, with a truly enjoyable long play called "Wonderful, Wonderful." Johnny Mathis does an expert job on both sides. "Chances Are," the album may stay on top for quite some time. I certainly hope so.

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On RCA Victor, Warner Brothers presents: "The Helen Morgan Story," featuring the voice of Gogi Grant with the musical direction by Ray Heindorf. It's a marvelous show and the music is quite enjoyable. . . . "Goin' Places," Margaret Whiting's first album for Dot records, is done with great finesse. There are a few off-beat numbers such as "Gone With The Wind," "Runnin' Wild," and "Move To The Outskirts of Town." She seems to have taken a new role, that of a jazz singer. This record has great music, arrangements, and will certainly be enjoyed by jazz enthusiasts. . . . Another in the Capitol of World Series, "Ray Martin's Global Hop," but unlike the others, this contains music from all over the world. Such favourites as: "Lisbon Antigua," "Swedish Rhapsody," and "Under Paris Skies." This record is very enjoyable.

On the classical side of music, RCA has released the four most loved concertos by Beethoven, with Rubinstein and the Symphony of the Air. These may be obtained in one package or separate. . . . Also on the same label as Tchaikowski's violin concerto with J. Heifetz and the Chicago Symphony. There are five very enjoyable new albums.

Well, that's all. Don't work too hard. I'll be seeing you.

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Enid Richards

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HOBBY SHOP BURNS

A SPECTACULAR early-morning fire destroyed a large frame building at RCAF Station Winnipeg recently. One of the original wartime buildings, it was designed as a mess hall, but since the permanent combined mess building was opened in 1954, it had been used for other purposes. For the past year, one-half of the one-storey H-type building has been used as a hobby shop for station personnel. The other half of the building was in the process of conversion to house the Winnipeg printing bureau of the Department of Public



CPL. D. Askett

All that remains standing of the Old Combined Mess after the disastrous fire which razed the building is the front entrance amid a pile of charred rubble.

BEAUTY



"—Natalie Wood, Warner Bros.' talented star will soon be seen in "Bombers B-52."

Warner Bros. Studio Burbank, California

Printing and Stationery, now located at Carpiquet Barracks.

The fire was discovered at 3.15 a.m. by personnel on duty in the adjacent station sick quarters. The station's fire department responded quickly, but by 3.20 the entire front portion of the structure was a mass of flames, and at 3.25, the station fire chief, Warrant Officer J. V. Wood, requested the assistance of the St. James Fire Department, who despatched men and equipment.

The building was closed at 10.00 p.m. on Thursday. A commissionaire on night watchman's duty inspected the building 45 minutes prior to discovery of the fire, and at that time no evidence of fire could be detected. The building was situated between two large wooden barrack blocks, but the northerly wind drove the flames toward the rear of the building, where no other buildings are located.

Several patients in the nearby sick quarters were dressed, ready for evacuation. They were not required to leave the building however, and a fire hose was played

on this building as a precaution. At 8.00 a.m., all that remained of the former mess hall was a flat pile of smoking rubble. Fire fighters still were using two hose lines to extinguish the last remnants of fire. No one was injured.

The hobby shop materials and equipment, including many valuable power tools for woodworking, were the property of the RCAF Station's non-public funds institutes, and not government equipment. This loss is fully covered by insurance. Many valuable hobby shop projects, in various degrees of completion, were destroyed. Included were several boats, a few trailers, and a small privately-owned aircraft. These were the property of individual air force personnel, and some of these items may not be insured.

An investigation into the cause of the fire was convened by Wing Commander H. C. Vinnicombe, CD, acting Commanding Officer of RCAF Station Winnipeg. Personnel of the air force fire marshal's department are en route to Winnipeg from Trenton, Ontario, to conduct an investigation. These procedures

are routine in all serious fires on air force property.

Loss of the building will not interfere with the normal operation of RCAF Station Winnipeg.

THE NOBEL PEACE PRIZE FOR MIKE PEARSON . . .

By CPL. R. W. BAMBRICK

CERTAINLY no one man in this great Dominion, regardless of political association, can dispute the fact that Lester B. Pearson is a statesman and a staunch defender of World Peace. It is, then, rather with a sense of pride than of surprise that we learn of our former External Affairs Minister's nomination as recipient of the Nobel Peace Prize.

On being advised that he had been singled out for this distinction, the modest Mr. Pearson exclaimed, "I am thunderstruck!" His many friends and colleagues were not, however, in the least surprised. They recalled that it was this same man who had been one of the architects of the North Atlantic Treaty Alliance . . . who, in 1952, took the chair as president of the U.N. General Assembly . . . whose untiring efforts to preserve peace in the world were largely responsible for the agreement to partition Palestine in 1947, and later were to be directed so successfully at helping to secure the cease-fire in Korea in 1953.

It is for his conception and successful introduction of the U.N. Emergency Force, in which Canada is playing such a vital role, that most Canadians laud the peace-



The Hon. Lester B. (Mike) Pearson is caught by the photographer in a moment of reflection.

maker—the concept that brought about the final truce last year at Suez and possibly averted all-out war.

A 1919 graduate of the University of Toronto, Mr. Pearson's first position was with the Armour meat packing plant in Chicago, after which he accepted a scholarship at Oxford University. Having left Oxford, and after spending a few years teaching college, he entered into public service with the External Affairs Department, serving for nine years as Minister of that Department until the Liberal party was defeated at the last election.

Rumours have been circulating around Capitol Hill that Mr. Pearson may be asked to become the next leader of the Liberal party.

While his achievements speak for themselves, the spirit with which he has tackled the big job of international diplomat is the real mark of a statesman who gets just as much enjoyment out of handling a delicate bit of diplomacy as he does playing with his two grandchildren. When the history books for the next generation are written, there will surely be a section devoted to this Canadian Statesman, of whom we are all so justly proud!

THE "Curious Savage" A BIG HIT



LAC D. Spearing

Director Chuck Evans discussing the script with members of the "Curious Savage" cast.

The sell-out final performance of John Patrick's "The Curious Savage" on Saturday evening, the 26th of October, was the culmination of a truly marvellous effort on the part of American-born Chuck Evans' newly-reorganized Station Drama Club. As a proving ground for the Club's future endeavours, their performance left little doubt in the minds of even the severest critics that some really fine entertainment is headed in our direction this winter. The play takes place in

the drawing-room of the "Cloisters," a "homey bughouse," to quote Mrs. Savage.

The production, enacted by a sparkling cast, did justice to Patrick's popular Broadway comedy. So vigorous was the audience's approval of the Drama Club's 1957 debut that little more than passing notice was taken of the exceptionally fine recorded performance of Haydn's Trumpet Concerto and other gems from the classics during the intermissions. A very fast-



LAC D. Spearing

Captain Evans welcomes Major and Mrs. McCormick and Group Captain and Mrs. Jacobsen to the premier performance of "The Curious Savage".

moving performance, the comedy seemed to have completely captivated the audience.

The Club's future plans, according to Director Evans, include a special Christmas Nativity play and a "real spine-tingler," to be casted sometime in January. The date for this latter presentation is as yet an uncertainty, but Captain Evans

hopes to have the drama ready by March. That their future endeavours will be worth seeing is, to those who were fortunate enough to obtain tickets to "The Curious Savage," obvious. To the entire cast, the many stage hands and technicians, and to all the others without whose hard work the comedy could indeed have been a tragedy, VOXAIR adds to the already tumultuous chorus of congratulations its hearty "well done . . . more of the same!"



"Sidney" Evans, the director's daughter, and little Robbie Clark present a bouquet to the leading lady, Gloria McElgun, on the opening night.

SWIMMING POOL LIFEGUARDS

During the last year or so, the Station Swimming Pool has been guarded by four airmen who have volunteered as spare-time lifeguards. During the summer, the boys practically lived at the pool, while most of the other guards were on leave.

The four stalwarts of our pool are LAC Danny Waters, who has been guarding for over 14 months, LAC Ray Fournier, guard for a year, and LAC's Jack Tardiff and Conde Grondin. All are volunteers and receive only the small remuneration of a Station cinema pass, and excusal from extra Station duties. To qualify as a lifeguard at the pool, one must possess the Royal Life Saving Society's Bronze Medallion, which is awarded after an arduous course of life-saving instruction. Two life-saving courses have been offered at Station Winnipeg. The first was held in September 1956, when Ray Fournier received his Bronze Medallion. The second was conducted in May of this year when Medallions were earned by Denny, Conde and Jack. On this course, Ray also won the Award of Merit, and the bar to the Bronze Medallion.

These guards are also swimming instructors for RCAF dependents. For this extra job, which they perform on Saturday mornings, they require, and hold, Red Cross Instructors' Badges. During the summer, all four became interested in skin-diving, and along with eight other interested personnel, formed the Dolphin Skin-diving Club. In addition to all this, the boys are now planning two further swimming-courses for Station Winnipeg. Ray Fournier and Conde Grondin are planning an Adult Swimming course and Denny and Jack are interested in running another Instructor's and Life Guard's course.

Ray Fournier, who during the working day may be found poring over ledgers in Pay Account, learned to swim in the St. Lawrence River, ten years ago. He was born in Loretteville, Que., where he finished his schooling. After working as a bookkeeper for three years, he joined the RCAF. In his two years of service he has been stationed at St. John's, Saskatoon and Winnipeg. Besides being

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Guard, Swimming Instructor and skin-diver, Ray is an enthusiastic Skeet-shooter.

Senior of the four guards is Denny Waters, an electrician by trade. He was born in Pense, Sask., in 1936 and has been in the RCAF for two years. He has been a lifeguard at the pool since July 1956, holds the Bronze Medallion and is member of the Dolphin Club. His interests are not limited to water-sports and he plays badminton, baseball and flag football.

Third member of the Life Guard corps is Jack Tardiff, who hails from Ottawa. Jack finished school in Ottawa and was then employed by the National Defense HQ. He joined the RCAF in 1955, and served at St. Johns, Clinton and Camp Borden before coming to Winnipeg. He holds the Bronze Medallion and the Instructors' Badge. Jack had been a life-guard for two years before entering the Service and upon arrival in Winnipeg, volunteered for duty at the pool. He is kept busy by day as an AE Tech and by night as a life-guard but still finds time to play hockey and basketball.

Conde Grondi who completes the quartet was born in Ste. Jacques, B., attended school there and joined the RCAF two years ago. A Safety Equipment Technician, Conde has acquired the Bronze and Instructor's badges since arriving here, and has also qualified as an expert skin-diver. Guarding,

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(since February 1956), instructing, hockey and baseball occupy much of his time.

Others who have helped with the guarding are Sgt. Buck, LAW Ivings, P/O Carter, Cpl. Jim Carlson, and F/C M. Keith-Murray.

RCAF RADAR GIRLS THINK ISOLATION'S FINE

The two university co-eds—flight cadets in the RCAF—rubbed more sun-tan lotion on well-browned arms and chorused: "Isn't isolation wonderful!" The girls, Marguerite Beazley of Halifax and Bev Veitch of London, Ont., both 20, are stationed for the summer at a Pine Tree Radar Station in Northern Quebec. The precise location is secret. But the air force calls it "semi-isolated" because an airplane is the only fast way to get there. They met in Montreal before heading north. "We bought one new dress each," says Marguerite, also an Arts student, at Dalhousie University. "And we didn't think we'd

even use that up North." Then they saw their summer home. It was a station built around a beautiful lake, nestled among pine-clad hills, with all the amenities of a plush Northern resort. They are on duty as flight control operators in the radar station three nights and three days a week.

RCAF STATION LONDON EXPECTED TO CLOSE

RCAF Station London, an air observer school in World War II and a NATO training unit aircrew induction centre since 1950, will be closed, Wing Cmdr. W. Gordon Wellstead, commanding officer, said recently "The over-all-long-range plan is that we are too close and we are anxiously awaiting the date from Ottawa," he said. He refused further comment, but it is understood that only an auxiliary RCAF unit will be left here. Earlier this year it was announced the NATO training program would end at the station within a year. Later, how-

ever it was announced in Ottawa that student pilots from Germany would arrive this Fall to undergo training and that they would be the last ones to come.

ARGUS

As the first CL-28 submarine hunter-killer, now named the Argus, rolled out a hangar door at the Montreal plant of Canadair Limited on a cold, blustery December day, the company maintained its record for on-time production schedules—for the roll-out date was set by the production planners almost three years ago.

At the time, the dates set for factory completion and first flight were regarded as so tight that there was widespread skepticism as to Canadair's ability to meet the schedule—but although the schedule has not been changed, factory completion was on time, as will be the first flight.

The Argus, or RCAF CP-107, represents an engineering and manufacturing accomplishment of the first magnitude. Redesigned from the Bristol Britannia family of aircraft by Canadair engineers, the aircraft, largest yet built in Canada, will not only fulfill its main role of submarine hunter and attacker but will also have a reserve cargo and personnel carrying capability.

Other variants of this family of aircraft, powered either by piston or turbine engines, could be used for long-range passenger airline operations.

The original Britannia design has been drastically modified to provide for its military equipment, and in power, through use of four Wright piston compound engines instead of the Britannia's turbo-prop engines. This power change will give the CL-28 very long range at low levels and moderate speed, as required for its special tactical mission.

The extreme complexity of the electronics systems required that a large number of inspectors, testers and technicians be trained in the specific equipment and techniques to be employed on the CL-28. This training was accomplished through special courses at the plants of equipment suppliers, at

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the U.S. Naval Training Station, Norfolk, Va., the National Aircraft Training Establishments at Halifax and Ottawa and also through correspondence courses and in-plant training. Very elaborate electronic test facilities were required and have been constructed at Canadair.

The electrical system, which must supply energy for all of the electronic equipment in addition to the requirements of a very large aircraft designed for maximum duration of flight, has presented many manufacturing problems because of its complexity and general magnitude. Almost 60 miles of wiring are required to distribute electricity through the CL-28. This is made up of more than 5,000 pieces of wire, each individually coded. (The test equipment to prove the electrical system alone represents an expenditure of almost \$400,000.)

An entirely new shop had to be equipped and organized to make

metal bonded assemblies. All major installations of this type in the U.S. and U.K. were visited to determine the exact process and equipment which could be counted on to give the best results. Tanks for cleaning and preparing metal surfaces, spray booths for application of adhesives, hot platen presses and a giant autoclave were among the special facilities installed in the shop.

Considerable difficulty was caused by the mixture of English and North American drawing systems in the drawings released for this aircraft. Parts which are unchanged from the Bristol design are presented to the English arrangement of views even though the dimensions and standards are Americanized. Original Canadair drawings are arranged to the North American convention.

This is the first aircraft built in Canada to make extensive use of titanium. The use of this material involves a new set of techniques and procedures.

Canadair's final assembly building required reconstruction of some roof trusses and provision of a special high door to accommodate the 37 ft. high vertical stabilizer.

Canadair is continuing to build Sabre VI jet fighters for the RCAF and for the West German Air Force, to whom it recently sold 225. In addition, the company recently sold Sabre VI's to the South African Air Force and that of the Republic of Colombia.

Production of T33 Silver Star jet trainers for the RCAF continues and, in addition, the company is producing components for other aircraft, carrying out development work on guided missiles, and proceeding with design and development work in nuclear power.

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1 Battle Hymn	2 Doctor at Large	3 The Joker is Wild	4 The Purple Plain	5 A Star is Born	6 Attack	7 3:10 To Fort Yuma
8 Guys and Dolls	9 The Sea Chase	10 Man on Fire	11 Monkey on My Back	12 Zero Hour	13 The Rack	14 East of Eden
15 Silk Stockings	16 The High and The Mighty	17 Baby Doll	18 Land of Pharoahs	19 Tin Star	20 Stowaway Girl	21 Giant
22 Giant	23 The Girl He Left Behind	24 MERRY CHRISTMAS	25 Young at Heart	26 Battle of the River Plate	27 Checkpoint	28 The Mountain
29 The Sun Also Rises	30 Pete Kelly's Blues	31 AND HAPPY NEW YEAR		No Show December 24th or 31st	One Show Only At 7 p.m. December 25th	

OFFICERS MESS

- 1 Dec.—Dinner and Movie
- 7 Dec.—Turkey Bingo
- 8 Dec.—Dinner and Movie
- 13 Dec.—Stag and Refreshments
- 14 Dec.—Dance to Hi Fi Music
- 15 Dec.—Dinner and Movie
- 21 Dec.—Dance to Orchestra Music
- 22 Dec.—Christmas Tree Decorating Party
- 31 Dec.—New Year's Ball—Formal

SERGEANTS MESS

- 14 Dec.—Turkey Bingo
- 19 Dec.—Mess Meeting and Mug Party
Christmas Week—Inter-Mess Visits
Dates TBA.
- 26 Dec.—Visit to Sister Messes
- 31 Dec.—New Year's Ball



FLIGHT CADETS MESS

- 1 Dec.—Movies
- 6 Dec.—Wings Graduation Ball
- 8 Dec.—Movies
- 14 Dec.—(Afternoon) Christmas Party for Children
(Evening) Christmas Dance
- 15 Dec.—Movies
- 21 Dec.—Platter Party
- 28 Dec.—Platter Party
- 31 Dec.—New Year's Eve Ball

CORPORALS CLUB

- 7 Dec.—Informal Dance
- 14 Dec.—Informal Dance
- 19 Dec.—Mess Meeting
- 31 Dec.—New Year's Eve Ball

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Snack Bar Mon. to Fri. 0900-2300 Saturday 0900-1700 Sunday 1000-2300	Barber Shop Mon. to Fri. 0900-1300 1400-1830 Sat. and Sun. Closed

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6 & 7 yr. olds—1100-1150 hrs.

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MONSTER BINGO NIGHTS

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STATION BOWLING LEAGUE SCHEDULE

Mondays —1300-1500—Ladies
1900-2300—AOS Mixed League
Tuesdays —1800-2200—Intersection "A"
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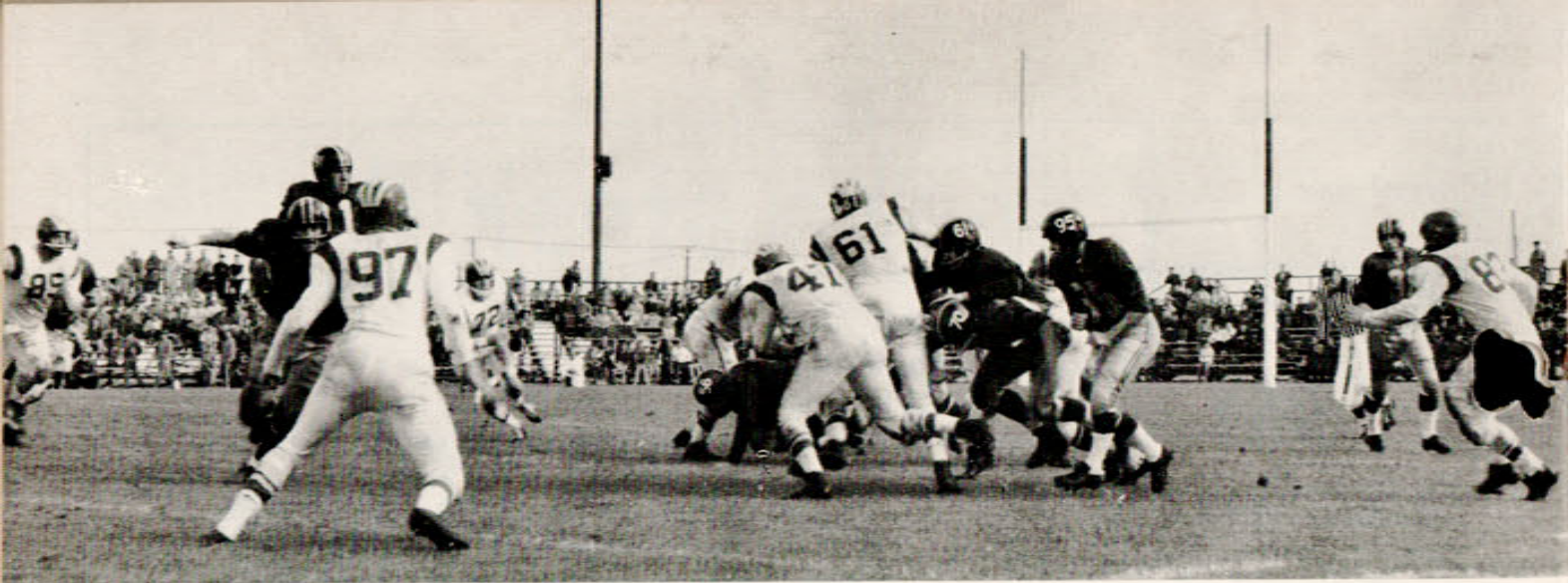
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SPORTS

HISTORY OF THE GREY CUP

The Grey Cup, most prized of all Canadian sports trophies, was donated to the Canadian Rugby Union in 1908 by Earl Grey, who had been Governor-General since 1904.

Senior Champions had been declared by the C.R.U. since 1892 but did not receive full prominence until the Grey Cup series first winner was declared in 1909.

The first Western invasion took place in 1921 when the original Edmonton Eskimos lost to a Toronto Argonaut team by a score of 23-0.

The first Western winners of the battered mug were the dedicated 1935 Winnipeg Blue Bombers team, who ground down a good Hamilton Tiger Cat outfit by a score of 18-12 in a game played on a muddy field in Hamilton.

The first Grey Cup tilt ever played in Western Canada took place in Vancouver's Empire Stadium in 1955 in a game which was won by Edmonton Eskimos' crunching ground attack over Montreal Alouettes' vaunted pass attack. The score was 34-19.

In the 30 East-West classics

played since the first game in 1921, the East have triumphed 23 times. The seven West winners were Winnipeg (3), Edmonton (3), and Calgary (1). However, in the last nine struggles the scoreboard reads East—5, West—4.

The Grey Cup festival, a football Mardi Gras, was born in 1948 when Western champions, Calgary Stampeders, made the trip East, determined to give the West its fourth Cup victory since the first East-West struggle in 1921. It's a long weekend of activity starting on the Thursday afternoon preceding the Big Game and climaxed by a Grey Cup dinner on Saturday night.

All roads will lead to Toronto's Varsity Stadium on Saturday, November 30th, where the 1957 edition will be played before a capacity crowd of 27,000 frenzied fans.

BADMINTON

The Station Badminton Club is off to a good start. They meet every Wednesday and Sunday evenings. Once again the Eaton's club is turning out with our members and a very large club has been formed. The president this year is F/O Bellis. Any member of the airforce

or his dependents are welcome to attend the evenings of play.

SOCCER

RCAF Station Portage defeated Gimli in the semi-finals of the 14 Grp. soccer finals, 4-1. FLASH: RCAF Station Penhold defeated RCAF Station Portage 4-0 Saturday to win the 14 Training Grp. finals.

BOWLING

Inter-Section League

Thirty-five teams have entered the Inter-Section League this year. Your officers for the coming season are: President, LAC Truelove; secretary, LAW MacDonald. Executive: LAC MacDonald, LAC Desfosse.

Mixed bowling will be started soon. If you desire to enter a team contact the Bowling League—President, F/O Cook; Vice, F/S Nolet.

CURLING

W/O Ogren has been elected president of the Curling Club for the coming season. His executive for the coming season is: Vice, F/O Bell; Sec.-Treas., Sgt. Henry. Draw Committee: F/S Thompson, F/L Smith, Cpl. Merriam. House Committee: F/L McNabb, WO1 Otto, Cpl. Hudson.

BASKETBALL

The Intermediate Basketball League will get underway Nov. 3. Seven teams will compete this year for the championship. Two teams will come from RCAF Station Winnipeg, the RCAF station team and team from the cadet organization.

AIRWOMEN'S BASKETBALL

The girls will have a team again this year and exhibitions will be played with teams from the city

leagues. LAC Jepson is the coach and the girls work out every Thursday evening in the new Rec. Hall.

FLAG FOOTBALL

The RCAF Station Winnipeg team won the Flag Football Championship, defeating Gimli 60-13 and Station MacDonald 45-29. They now await a winner from the west to claim the 14 Tr. Grp. championship. Congratulations gang and keep up the good work.

2 AOS SPORTS DAY

This last summer, as in previous years, 2 AOS had a large number of Canadian Services Colleges and University students added to its complement of regular aircrew trainees. The extra effort required on the part of the 2 AOS staff was highlighted by the fact that a record setting 21,000 aircraft hours and some 3,000,000 air miles were flown from mid-May to the end of August.

To show his appreciation of the work done by all concerned, C. Jacobsen, the Commanding Officer, placed the station on stand-down on 30 Aug. In addition W/C Evans, OC AOS, declared a sports afternoon for all AOS staff on 6 September, to be followed by a dance in the Officers' Mess in the evening.



HORSESHOES
F/O Lapointe and F/O Bellis

The sports afternoon proved to be a great success. Team sports of volley ball, horseshoes, touch football, and schmockeyball (softball)

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with a broom and basketball substituting for the regular bat and ball) were played. The Applied Navigation and Radio Schools joined with the Dakota pilots to enter two teams. The Mitchell pilots in union with the AI School provided two more, and three teams were formed from the combined forces of Basic School School Services and the Expeditor pilots. During several

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W/C D. C. Evans presents a novel trophy to F/L Len Douglas team captain of the No. 2 AI team, winners of the AOS Sports Day. S/L I. D. Tenove and S/L R. C. Bayliss look on.

intermission periods hot dogs and soft drinks were served to help recoup the flagging energy of the competitors. F/L Len Douglas, captain of AI team No. 2, and his teammates produced the winning combination and became Champions for the day.

To commemorate the event and to continue the Sports Day as an annual affair an appropriate trophy was produced. The trophy was presented to the Captain of the win-

ning team with due ceremony.

In conclusion, the AOS staff wish to thank the Servicing and Maintenance personnel sincerely for their excellent work which made the 1957 summer flying record possible. In addition, honourable mention must go to S/L Gurney, Capt. Culbertson (USAF), F/L Kendall, RAF, F/L Corbeil, F/O Montford, F/O Kirby and F/O Brodie for a well organized sports afternoon and dance.



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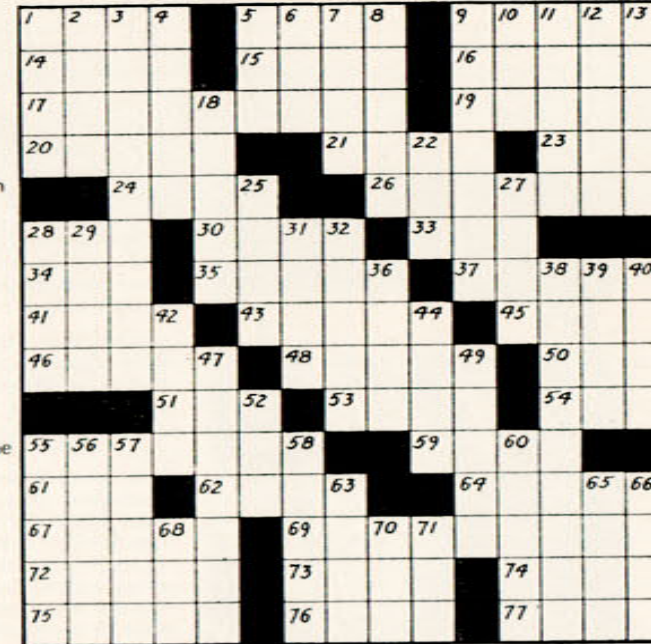
VOXAIR CROSSWORD PUZZLE

A complete set of crossword puzzles has been prepared for your enjoyment by Alexander Field, the noted puzzle authority from New Rochelle, New York.

Answer to this puzzle will be found on page 39.

CROSS

- 1 Problem child
- 5 Festive
- 9 Fair-haired
- 14 Pert. to flying
- 15 Soon
- 16 Eagle's nest
- 17 Riotous
- 19 Famous thesaurus man
- 20 Engender
- 21 Microbe
- 23 Top flyer
- 24 Require
- 26 Beginner
- 28 Enjoy the snow
- 30 Soldier's station
- 33 Fade out
- 34 Kind of soup
- 35 Add up
- 37 Entry of loss
- 41 Palindromic girl's name
- 43 Togas
- 45 Dandy in the West
- 46 Used for violin bows
- 48 Plots of ground
- 50 Meadow
- 51 Fame (slang)
- 53 Heroic narrative
- 54 Hit hard (slang)
- Many-angled figure
- Den
- Arab name
- 62 Biblical prophet
- 64 Convincing evidence
- 67 Guide
- 69 Dock worker
- 72 Elude
- 73 Roof ledge
- 74 Son of Isaac
- 75 Speed contests
- 76 ——— that cat!
- 77 Tear apart



- 6 A black bird
- 7 Not soon ended
- 8 Play backer
- 9 She serves 'arf and 'arf
- 10 The Lion
- 11 Bach played it
- 12 Brother's daughter
- 13 Give pause
- 18 Skillful
- 22 Rosy
- 25 Portal
- 27 A poor support
- 28 Kind of varnish
- 29 Lotto-like gambling game
- 31 Red light
- 32 The groaning board
- 36 Jump
- 38 Antlered male (2 wds.)
- 39 Though
- 40 Husband and wife
- 42 Light and fluffy
- 44 Commotion
- 47 Nullifies
- 49 Range or sphere
- 52 Lap dog, for short
- 55 Journal
- 56 Papa Dionne
- 57 Delicate purple
- 58 Nuzzled
- 60 Command
- 63 Play the lead
- 65 North African City
- 66 Vendetta
- 68 Lyric
- 70 A Gabor sister
- 71 Old campaigner

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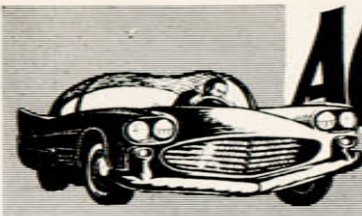
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AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS

Russian Autos

Moskvich Quality—Have you ever wondered how good a Rusky piece of four wheeled machinery actually was? Well, for your interest here is the opinion of an owner. The machine—a Moskvich 402. Needless to say he is unhappy. To quote—"What is wrong with the Moskvich? First of all the coachwork is deplorable: under our Attic sun the paint has quickly faded and cracked—which is perhaps just as well, as the original colour (only one available) was a bright bilious green. The body sealing is as good as non-existent; perhaps the Russians count on frozen water and mud to seal the cracks, but here in Greece dust and sand invade the interior, come through the floor boards and up from under the rear seat. But these are only the minor faults . . . the Opel-Kadet engine might as well be a charcoal burning Samovar for all the good it does. It is exasperatingly sluggish on the gentlest of inclines . . . and has the appetite of an elderly Rolls-Royce . . . brakes have gone . . . valves had to be replaced (no spares available) . . . the radio is doubtless a good one, however I wouldn't know as it is permanently tuned into Radio Moscow!"



New Cars 1958

Studebaker-Packard. Few real changes, except to add a vacuum cleaning front end to that attractive machine The Hawk. Oh, of course I must not forget the fins of the sedan and the Caddy grille. I forecast with almost sure certainty that their sales will decline even further this year. May even be their last?

Jaguar. Disc brakes and wire wheels for the 2.4 and 3.4. Nothing further as yet.

Riley. The Pathfinder changes to the 2.6 and is given the BMC 'C' series engine of 101b.h.p. Ball end front suspension, changes in interior and brakes. The last car of character has left the BMC stable.

Austin-Healy. 123 b.h.p. with S.U.6 carbs' will be in the '58 models, together with a top speed of 120mph. A two seater will also come back again after a year's absence to cater to those without families.

Rolls Royce and Bentley. Prices up by \$700. A long wheel base version added to the Silver Cloud series to allow use of chauffeur if desired. A shot of the interior of this luxurious beast is added (in case you may wish to order).

minum block. Also note that this year X frame and stiffened frame are paving the way for unitary construction very shortly.

During the last hot summer on the Utah Salt Flats B.M.C. have been busy racking up some international class records with their two smallest engines. Some of the results are as follows:—

The Morris 1000 engine (much modified) put up an average of 117.87 m.p.h. over 1000 miles for a fuel consumption of 49.8 m.p.g.

The M.G. engine (B Series) in an M.G. Special achieved a record 245.64 m.p.h. (1,500c.c. capacity) over 1 km.

The Watkins Grand Prix

I have repeatedly tried over the past five years to get down to Watkins Glen for race week and, just as repeatedly, have always failed. This year, while out seeing the countryside from a tent, I was able to plan—unknown to my better half—that we should accidentally be spending a week at the bottom end of a picturesque sea called Seneca lake when the Grand Prix took place on the doorstep. It was a fascinating experience watching this clean, decorative tourist town turning into a sportscar madhouse as the week progressed. When we arrived a week early, it was like any other similar tourist centre—the local beauty spots (The Gorge and the lake), the tourist, the locals, and that was it.

On Tuesday the scene started to change as hundreds of strange looking cars started to file into the quiet streets wending down to Les Smalley's Garage, where all technical inspections before the races was going to be carried out. A veritable automotive United Nations going all the way from the tiny blating Climax engined Lotus' and Elva's, up through an odd assortment of potent M.G.'s, TR's Healey's Alfas, Porsches, Corvettes and the odd T-bird, up to XK's, C type and D type Jaguars and the latest offerings of the houses of both Ferrari and Maserati. The gas stations all became 'tune' and repair shops, each with their own assortment of machinery being readied for Satur-

World Champion. As you may now know the champion for the fourth time is friend Fangio, closely trailed by Stirling Moss after his last three magnificent victories in Vanwall machines. You never know, if it hadn't been for Stirling's bit of mid-season sickness the old maestro might have been in second place. Next year? As to who is going to race what; I don't yet know. While on the subject of Fangio I might as well drag up the old Monza controversy for a minute and state that Fangio has issued a counter-challenge; he offers \$10,000 to any American who, driving an American car, finishes in the first five in any European Grand Prix on the Nurburgring. It is hard to think of a safer bunch of shekels!

Alluminum Block for Chevrolet. Now, hold your horses, it's not yet! The factory at present being built for this purpose is scheduled to be in operation so that your 1960 car will have an alu-



By PETER McLOUGHLIN



The start of the 10th annual Watkins Glen Grand Prix shows the starter leaping into the air with the green flag. The D Jaguar No. 60 averaged 84.7 MPH to win the big event.

day. The people changed almost overnight from being usual human beings accompanied by a variety of females in shorts (long and short), and maybe the odd hanger-on attired in baggy tweeds. By Thursday the town is crowded to breathing point; and the exhaust noise, of the constantly moving thousands in equal numbers of sports cars, has risen to an ear shattering crescendo that continues without letup for the waking and sleeping hours until Saturday night. If you are not one of those who take an instant aversion to all this, and proceed quietly off to one side and root themselves, you become as infected with this mad sportscar hysteria as if you had had three rapid shots of heroin. To ensure that all such weakened individuals are nabbed when ripe you will notice that several big foreign car dealers have moved into town with subtlety of a sledgehammer.

Friday morning had the misfortune to dawn wet and dreary, the opposite of what was needed to hold the 10th annual Concours D'Elegance—also nearly spoiled my hard work on a friend's car that had been slaved over for three days for this event, which, I suspect, had been a shy excuse to get the beast properly in shape while spare hands were available! Yet luck was with us, and by lunch time the sun was shining down on a dazzling array of machinery covering every era from 1905 to 1957. Pride of place in these expensive days probably went to a 1905 Sears-Roebuck (cost \$350 delivered by rail) that ran like clockwork and was in better shape than when new. If this failed to satisfy you then meander onto the dozens of Model T's, 1912 Warren Detroit, a 1914 Detroit Electric, or a 1919 Buick touring car. For a modern touch there were Pierce Arrows, Hudson Phaeton, Rolls-Royce Phantom I, 1927 Bugatti, Packard's galore. And should you desire a unique touch, the 1934 Mercedes convertible complete with blonde and dog would make any mouth water. The best car of the show was taken by a 1956 Bentley convertible (\$18,500). Sports

car wins were awarded to a 1956 300SL and a Mercedes 190SL. Yours truly and friend never placed—which confirmed my suspicions! The million dollar field of four wheeled mistresses then proceeded, at six in the evening, to carry out a 'Parade of Elegance' through Watkins Glen; no doubt partly to convince the doubters that everything there could run as well as look. Decidedly truly magnificent sight that leaves no room for doubt that the car Current finned headaches.

The town that last night before the races took on a carnival air, as hundreds toured the workshops watching sweating mechanics getting the last ounce of power from every cylinder; while innumerable aspiring race drivers gunned their cars up and down every street and between the milling throng. For myself the climax was a pleasantly crushed champagne party thrown by the race organizers for all typewriter pushers. A gay affair at which nobody could say anything for the cataphonic symphony forcing its way through the windows.

Early the next morning we sneaked up a back road, avoiding the crowd, and appeared on the race track, which, I should explain, is really a 2.3 mile

course cut right out of the country, paved, fenced and turned into a first rate road course. There a sight greeted us that almost took your breath away. Stretching to the horizon across the rolling hills were thousands upon thousands of parked cars forming a panorama of colour not unlike a carpet laid amidst the autumn leaves. Around the safety fence, stretched on each side of the course were the myriad spectators, seated and standing on a variety of contrivances varying from car tops to 40 foot scaffolding stands. Facing the grandstands were the paddocks of the couple of hundred cars involved in today's eight races. In some of these there was every form of mechanical aid, in others just a willing wife (sometimes I wonder!) and a few tools surrounding the 'race' car which, I suspect, had to serve as family transport during the week.

At nine-thirty sharp the track was closed and the competitors for the first race (unrestricted and formula III) were wheeled into place. By judicious sidling I managed to clamber up with the judges and timekeepers on the main tower, a spot that gives you a commanding view of almost a mile of the hilly track. The last few, tense moments of silence tick by as the cars sit lined up, drivers hands in the air—to signal readiness—then the discordant roar as their engines break into life with the one minute gun, and, after what only seems a moment they are off



A 1909 Sears auto-buggy, in perfect condition, took first place in the veteran's class of the Concours d'Elegance.

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in a blinding surge of coloured blurs. Then a minute or two's expectancy as you wait for the end of the first lap. It lives up to all expectations as the snarling, swerving beasts roar around that final corner on tortured tires that never seem to give up the ghost on cars that look as if they have no logical right to be sitting upright on four wheels. It is a thrill that makes it easy to explain why many of these thousands looking on that day had journeyed hundreds of miles just to watch six short hours of this sport. That first race dissolved into an easy runaway victory for Bob Bucher and his six litre Cad-Allard. Whistling around somewhere down around the crankcases of those large monsters was the winner of the 500cc class, an individual who, in the rush, I forgot to place. It is worth mentioning that in the above event (unlimited) there was one driver competing who had raced there every year in the same car, a 1936 Maserati known by the colourful title of 'Poison Lil'. Who was, to boot, a four time winner.

The second race, a production event for stock M.G.'s of all types which had been split into two classes to take care of modern progress, put forward a total entry of 24. Naturally enough this standard 'beginner' of the racing fraternity brought quite a few laughs from the spectators who, at every spectacular spin out, loudly proclaimed the cardinal sins of the beginner. Another walk away, this time for George Valentine from Binghampton. Fellow Canucks were ably represented by Ray Liddle from Toronto who drove a smooth and faultless race to third place in a little under the winners speed of 69.4 m.p.h. I'm a little ashamed to admit that 'us Canadians' don't turn out too well for racing events so close to the border; I think I only picked out five drivers from our side.

So the day progressed to the smell of fuel and oil and the staccato roar of a multitude of exhausts and watched by a crowd who lapped up every ounce of burnt rubber. Luckily no accidents, barring a character who fell out of a tree and broke his back! I took several opportunities during the various events to look under the hoods of every type of racing outfit and quietly sneak over to touch the bared innards of the famous cars sitting in the various paddocks. Of these Briggs Cunningham was easily the best equipped and organized to perfection. Despite his enormous wealth (Swift Meat Co., amongst others) he was an easy chap to meet and talked like an enthusiastic amateur. So that it was with added interest I awaited the Grand Prix race itself to see how his legendary cars and organization would pay off. Today he was driving and had Walt Hansgen, who is an up and coming man these days, in another; with a substitute driver for John Fitch, whose name I never did manage to get hold of. Those Cunningham D Jaguars seem to have as much resemblance to a stock D car as the Bengal tiger has to the domestic cat. Those machines were positively beautiful, and no car in the field was a match for the combination of D Jaguar and Hansgen. Lovely co-ordinated driv-

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ing with no power wasted in bad cornering or spinning wheels. It was obvious he had it in his pocket from the beginning, and it was a deserved win. One of the few Jaguar XKSS models so far out made a showing, keeping in about seventh place until half way, when he packed up. A Ferrari flipped head over heels, the driver climbed out, shook himself, grinned, climbed in and continued! Such is the spirit prevailing.

Another race I should say something about briefly before closing was number seven for 'stock' Corvettes and Jaguars. I regret to admit, (and you will know how much this hurts my pride) that the Corvettes walked all over the Jaguars! Well, I hope that sort of result stimulates somebody. A fellow Canadian drove a brilliant race here to finish second in a Corvette; by name Ed Leavens of Toronto. The Jaguar seemed an easier car to race but

somehow couldn't quite match the Chev's in speed or acceleration. Those Corvettes looked like beasts to handle as all drivers were 'see-sawing' most of the time and had the appearance of hanging on for grim death. At one corner, on top of a hill, where I watched for a while the ruddy cars looked as if they would take off and clobber me slap-bang in the middle! A feeling somewhat akin to watching someone close in for formation with a 75° bank and a 100 knot overtake!

If I don't finish this thing immediately the editor is going to be running blue pencils through every second word; so as a finishing touch let me say I had one hell of a good time and departed dead beat to leave you only one word of advice—the next time you hear of a sportscar race near you, go, and don't argue, if you want a sight and a thrill you may not forget in a long time.

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SOLUTION TO CROSSWORD PUZZLE ON PAGE 35

ACROSS

1. Brat
5. Gala
9. Blond
14. Aero
15. Anon
16. Aeri
17. Rampaging
19. Roget
20. Breed
21. Germ
23. Ace
24. Need
26. Learner
28. Ski
30. Pctst
33. Die
34. Pea
35. Total
37. Debit
41. Anna

DOWN

43. Robes
45. Dude
46. Rosin
48. Plats
50. Lea
51. Rep
53. Epic
54. Lam
55. Polygon
59. Room
61. Ali
62. Amos
64. Proof
67. Pilot
69. Stevedore
72. Evade
73. Eave
74. Esau
75. Races
76. Draht
77. End
77. Rend

DOWN

1. Barb
2. Rear
3. Armenians
4. Topee
5. Gag
6. Ani
7. Long
8. Angel
9. Barmoid
10. Leo
11. Organ
12. Niece
13. Deter
18. Adept
22. Red
25. Door
27. Red
28. Spar
29. Keno

31. Stop
32. Table
36. Leap
38. Bull Moose
39. Idea
40. Team
42. Airy
44. Stir
47. Negates
49. Scope
52. Pom
55. Paper
56. Oliva
57. Lilac
58. Nosed
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70. Eva
71. Vet

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SECTION NEWS

WD'S REPORT

The biggest reception yet to be held in the Airwomen's Lounge was the marriage of Lila Rose and Doug Tucker on the 21st Sept. 1957.

The bride wore a ballerina-length white taffeta gown with nylon net over the bodice and skirt. There were silver sequins over the bodice and top skirt which gave off a beautiful light. Mrs. Tucker wore a half crown finger length veil, also of nylon net. The crown itself was covered with the silver sequins. She carried red roses and miniature ferns.

Matron of honour was Mrs. Carol Nelson. Her gown was a floor length shell pink taffeta and net. Mrs. Nelson carried a nosegay of pink and white pom-poms.

Her bridesmaid was her sister, Phyllis Rose. She wore a floor length gown of baby blue taffeta and nylon net. She carried a nosegay of blue and white pom-poms.

Best man was Mr. Ray Maheu. Reverend R. T. Irwin officiated.

Mrs. Tucker's parents came from Manners, Sask., to attend the ceremony. Her brother, stationed at Saskatoon, also attended the ceremony.

Mr. Maheu proposed a toast to the bride and groom, after which the groom gave a short speech.

Mr. Maheu read a telegram from LAW Geraldine Smith. Law Smith is now stationed at 30 AMB Langar.

Before leaving the reception, Mrs. Tucker threw her bouquet which was caught by Miss Chrysta Ivings.

Mrs. Tucker wore a going-away suit of black speckled turquoise tweed. The couple then left for their honeymoon in Montreal.

LAW Ellie Norman

TARMAC TALES

Once again the clarion voice of Servicing Squadron bells out throughout the land. The cooler breezes of the approaching winter have turned many heads in search of warmer climes and the Servicing Orderly Room staff have a small paper war of requests for transfer on their hands.

Sgt. Boyd, in charge of winter clothing, has been busy of late issuing parkas, boots, etc., in preparation for the annual winter seige. He says the run started early this year.

Along with winter preparations the annual Red Feather Campaign has been occupying a considerable amount of section effort these past few weeks. Under the capable direction of WO1 Harragin the Section Canvass has contributed a healthy amount of money to the fund. A small raffle was held in the section to help raise our contributions to the Red Feather campaign and Cpl. Dandurand of No. 4 Hangar was the lucky winner of the prize money. He very graciously turned the prize money over to the fund and the committee wishes to extend its thanks for his generosity.

LAC Patterson, LAC Masson and AC1 Bittner are also in line for congratulations for their efforts in spotting trouble on a TCA Vicount which was taxiing past servicing hangars and taking immediate action to prevent its take-off. Good show, fellows.

We wish to take this opportunity

to wish all the F/Ss and Sgts. who will write their Group 4 exams this week the best of luck on the exam. They have all been very busy of late studying and attending lectures and we hope that success will crown their efforts.

Of late there has been considerable shifting of personnel in Servicing Squadron and we are sorry to lose Sgt. Williams to Maintenance. Sgt. Smith, W.L.R., has left Servicing Headquarters to join that happy group in No. 11 Hangar in his place.

We hope LAC Wyman has settled himself in his new home in No. 2 Hangar where he replaced LAC Pare who has taken his release. Two other releases of note in Servicing Squadron are LAC Lavis from No. 11 Hangar and LAC Dubois from No. 4 Hangar.

Recent newcomers to Servicing are Cpl. Chase from Saskatoon presently serving in No. 2 Hangar, AC1 Tremblay from Camp Borden now attached to No. 10 Hangar, LAC Fahie from the RU in Halifax, attached to No. 11 Hangar and AC1 Bouchey from Camp Borden now in No. 4 Hangar. We wish all



"I suppose you realize what this means to your Air Force career."

you chaps a hearty welcome to Station Winnipeg and Servicing Squadron in particular and hope that your stay here will be a happy and a rewarding experience.

We wish to congratulate Cpl. Carswell of No. 10 Hangar and Cpl. Allcroft from No. 4 Hangar on their recent happy events. Both proud fathers are passing out cigars with that "It's a boy" look.

A recent addition to the Servicing Headquarters Staff is that pipe-smoking philosopher LAC Stock who is this staff's mobile member in that he has control of the section vehicle and is in daily contact with all hangars. If you have any gen to pass on to this reporter to add to this column see our boy Stock. All contributions welcomed.

Well this about winds up the old ball game for today and speaking of ball games that was some series *n'est ce pas?* Lucky Lane cleaned up in Headquarters, but maybe my turn will come next year.

V.M.E. NEWS

Sgt. McElgunn was chosen to help out at AMCHQ on the re-writing of CAP 730. Travelling by rail, he left at the beginning of September and is expected to return to Winnipeg about mid October.

LAC Weatherby is on transfer to Fort Churchill.

Having been selected as a driver for the Royal Visit, Sgt. C. J. Han-

cock left for Ottawa on 3 Oct. 57 and returned on 18 of October in time to help Cpl. Allard in arranging for our social evening (section party) held on the 25 Oct. 57 in the old Flight Cadets' Lounge at 2030 hrs. with girls, drinks, music and food.

LAC Doug Sharpe recently underwent a minor spinal operation at Deer Lodge Hospital and is back at work again.

Cpl. Pomeroy arrived in Winnipeg 2 Oct. 57 with his wife, Verna and their three children, two girls and one boy. Children's names are Jacqueline, age 7; Wendy, age 5; Teddy, 2 years. Cpl. Pomeroy and his wife both hail from the Trenton area, where he was stationed for seven years. I know they will enjoy their stay in Winnipeg.

Congratulations to Thelma and LAC John Cherry on the birth of their daughter Diana Lyn on the 16 Oct. 57 at Concordia Hospital.

OFFICERS' WIVES CLUB

The monthly meeting of the RCAF Station Officers' Wives Club was held on November 5 at the Officers' Mess at 8:30 in the evening. Presiding was Mrs. R. C. M. Bayliss, who took office at the October meeting. Other new officers are: Mrs. W. H. Spafford, vice-president; Mrs. D. H. Weis, secretary; and Mrs. H. C. Vinnicombe, treasurer.

Mrs. T. S. Crawford, program chairman, has arranged a most interesting make-up demonstration. It will be presented by Mesdames Kruce and Reive, representatives of Beauty Counselor cosmetics. Two club members will be used as models.

Mrs. Vinnicombe who also serves as nursery chairman announced the recent opening of a day nursery. It is located in Building 17 on the old site and the services are offered to all Air Force personnel for their children over the age of 18 months. Volunteers from the Officers' Wives Club will operate it each Monday and Thursday from 1 to 5 p.m. The committee has asked for donations of various toys, books, thread spools, puzzles. These items may be brought to the meeting. Rates for the nursery are very nominal. Additional volunteers are needed to make this project successful.

FLYING WING

This has been the month of the AOC's annual inspection, the semi-annual visit from the Central Flying School, and Sputnik, an interesting new phenomenon not without relevance to military piloting.

We arrived back at the Station early in October and were surprised to see all the drivers so neatly pressed and trimmed and their haunts so immaculate. The state of the offices would have pleased a Dutch housewife. We learned that the recent AOC's inspection was the cause of the transformation, with which we were so impressed that we now have a different view of these affairs.

During the past two weeks our pilots on their own prosaic journeys through space have been mulling over the significance of Sputnik, their new companion above the earth's surface. Each day the satellite stayed aloft the commentators have seen added importance in the Russian achievement. Our pilot, betwixt sleep and wake on a quiet navigation exercise, has been dimly aware that Sputnik has for him a personal meaning. Guided missiles have for some years cast a shadow over military flying. The successful launching of the satellite is certain to add a great impetus to missile development, and thus hasten the decline of some types of military flying.

The mat's out

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Our pilot probably told himself with a sigh that although this was for him an unfortunate trend, there was not much he could do about it. We agree, but at the same time pass on a suggestion that was lately made to us; that it would be wise to add books and articles on electronics and missiles to our list of bedtime reading. Much information that may turn out to be very useful could be acquired in this manner. We ourselves are hopelessly addicted to novels with a female interest, but we wish you luck.

If our pilot let these thoughts of Sputnik lull him into thinking that no one now cared how he flew his archaic aircraft, the unrelenting wizards from the Central Flying School arrived to remind him that they cared very much. No pilot should have been surprised, because for some weeks OCs and Training Officers had been reminding their boys of the coming visit, and of the checks and tests that it involved. Since then the more alert types have been noticed reading EOs with renewed interest, and most pilots have suddenly become much more amenable to suggestions of local training. Some have actually been noticed waiting at their flights on the off-chance that there might be an aircraft available for that purpose.

We are no less averse to tests and inspections than the next chap, so we are glad to be able to say that we have always found the Central Flying School types to be among the more enlightened of examiners, quite unlike the frustrated spitfire jockey who gave us our twenty-hour check on Tiger Moths; an individual whose attitude was moulded by the conviction that it was

only our perverseness which stood between him and his ambitions. In the past we have been with organizations which did not get outside help in keeping up the standard of their flying, and it was very cozy. However, without a system of outside checks, a slackening in the performance of an exacting task like piloting is almost inevitable, imperceptible though it may be to the persons concerned. A visit from CFS serves to reveal the mistakes that are being made. It is also a means of passing on to a unit the latest improvements in flying techniques that have been learned in a wider field.

On October 17 there was Flying Wing Stag in the Bamboo Room at which we said good-bye to a number of pilots who have been transferred. S/L Adamson performed the usual ceremony, and the rest of us joined wholeheartedly in drinking libations to the departing. This went on late into the night, rather too late, we decided the following morning.

These Stags are now held privately by the section concerned, in a room set aside for the purpose. A steward is in attendance to serve refreshments, and the total cost is divided among those present and added to their mess bills. This seems to be a great improvement over the former arrangement. The last party was not as well attended as it might have been, perhaps because it was on a Thursday. It was nevertheless an excellent affair, and we urge everyone to try to come in the future.

Postings and vital statistics: F/O Don McNee has been transferred to Camp Borden to be Station Ser-

vices Officer. F/O Ron Patton is joining the U.N.E.F. in Egypt. F/O Bob Glover is going to Maritime Air Command. Congratulations to F/O and Mrs. Harvey Powell, who recently had a male addition to their family. Same to F/O and Mrs. Bill Muise on the arrival of Ellis Christopher. We are sorry for the boy if he has to endure any of Bill's hearty pats on the back. We were sorry to hear that F/O and Mrs. G. M. Martin were both injured in a car accident while on leave. We wish them a speedy recovery.

SECTION NEWS A.I.

During the last few months the A.I. school staff has taken on a new look. Many old stand-bys have departed; F/L Claridge returned to the U.K. while F/L Piercy went on course to Cold Lake where he was joined by F/O's Campbell and Glendinning. F/O McNaughton decided his future lay with CPA and is now flying with that company from Vancouver.

The A.I. school has been fortunate in acquiring 1st Lieut. R. J. Myers from the USAF. He comes to us with considerable operational experience having flown on air interception missions in Korea. Dick has found a place in the A.I. school and has found time to participate in many station activities, these include playing a leading role in the Drama club's first production of the season.

Many recent A.I. graduates have been fortunate to be given the opportunity to observe A.I. squadron activities first hand by being given a month's temporary duty before being sent to the O.T.U.

GRADUATION CLASS 5610 RO



Back Row, left to right: F/C's Lindores, Burnham, Poupore, Cowan.
Front Row, left to right: F/C's Holford, Cormier, F/O Campbell (Course Director) F/C's Haynes, Cristie.

LAC Hooton

GRADUATION CLASS 5610 LR



Standing, left to right: F/C Morawski, F/O Turner, A/P/O Lockyear, F/C Nielson, F/C Murphy, P/O Hickman, F/C Parent.
Sitting, left to right: A/P/Dargan, P/O Jones, F/L Bateman, (Course Director), P/O Corrans, P/O Humphry.

LAC J. B. Smith

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GRADUATION CLASS 5613 AI



LAC Don Parker

Standing, left to right: F/C Mackay, F/C Patterson, F/C Clark, F/C Leblanc, F/C Arsenault.
Kneeling, left to right: F/O Bricknell, F/L Fox, F/L Boulton, (Course Director), F/O Cape, F/O Frewen.

GRADUATION CLASS 5614 AI



LAC Don Parker

Standing, left to right: F/C Smith, F/C Stewart, F/C Fink, F/C Barr, F/C Michaud, F/C Berlanguet.
Seated, left to right: F/C Chase, F/C Voticky, F/C Terry, F/C Beal, missing F/L Douglas, (Course Director).

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