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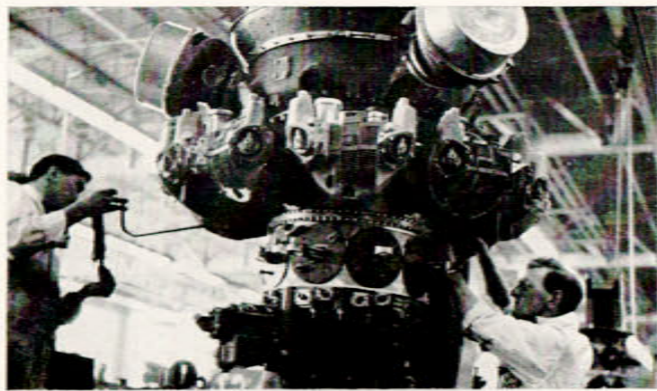
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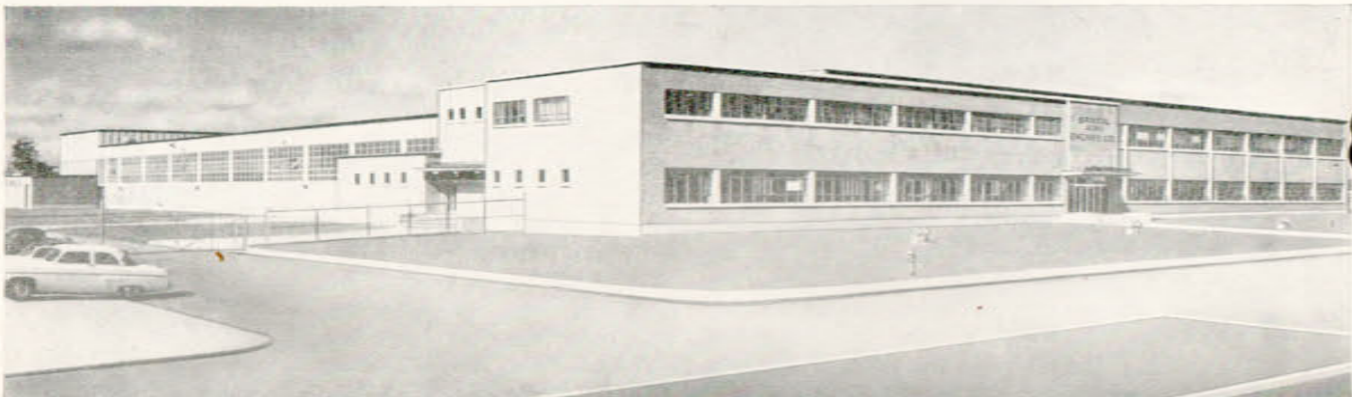
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AN AIRFORCE NEWSMAGAZINE

VOL. 6, No. 2.

MARCH 29, 1957

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HELP!

Life would soon become a very dull affair if LAC Joe Doaks and LAC Lacluster enjoyed the same things day in and day out. You can imagine that odd things would happen if they took a liking to the same girl and happened to meet some evening in the local "pub" and chanced to rub elbows.

Can you imagine a city or town where all the cars are the same, the houses identical, everyone's clothes the same cut and style. A town where only one meal was served, one type of drink was mixed, one sort of music, and all the people looked alike. A pretty dull life. Deadly, is the correct word.

And life isn't like that at all. Doaks has his eye on a cute little dish about five feet tall and black haired. Lacluster has his eyes on a tall doll (about six feet of it). Doaks has taken a shine to the super deluxe Widget Eight and his chum the stodgy Squarewheel Six.

It is this very difference of opinion that makes life interesting and the sort of stuff of which "a drinking bout in the hall of Stout" is made.

Sure, you like to see a lot of different things, a change of scenery, a glance at the so-called passing PARADE (and this is positively the last time we'll use the word).

We hope in the months to come, through the medium of Voxair, to bring you this change of pace. We hope to show you things that are interesting, amusing, time saving, money saving and, we hope, eye opening.

We hope to make this a magazine that this unit can be proud of, in that it will report all the unit news. We want to know about all the

happenings in the sections and all about the people on this station. Voxair wants to write about (and photograph) the interesting things you people are doing and learn about what makes us tick as a unit team.

Voxair wants to learn about your interests and hobbies. Do you fish, hunt, trap, camp? Your sports—do you like hockey, baseball, auto racing, swimming, skiing, boxing, wrestling? Do you build model aircraft, railways, boats, cars, draggin' wagons? How do you like your cars—chopped and channelled or shaved and souped? Do you like sports cars or do you want the latest reviews on family sedans.

How about the Voxair Vixen? Everybody appreciates a good-looking girl, but would you prefer to see local talent rather than the Hollywood type?

The staff at Voxair has gone to a lot of trouble in the past few weeks getting material that will open your eyes. But, as always, there is a fly in the ointment. We need help—and this is where you can give us this help. These are the things we need.

We need at least one reporter in each section on the station. If you can help us, give us a call at local 216, and you'll be as welcome as Sophia Loren at a stag "DO." If you need

help, in putting your news on paper, we are at Local 216.

We need information! If you can grab a pencil and write us a letter, we will print it and withhold the name of the sender if so requested. But all letters must be signed! And it doesn't have to be written like a memorandum. Just a note will do. If there is something wrong with Voxair, tell us and we'll try to do better next issue. If you have a beef, we'd like to hear it, too. Make it sincere and we'll discuss it.

We need sales!!! Voxair, in future, will be placed in more convenient places, so drop your dime and take away some of the best reading you'll get for the price.

If you belong to a club of any sort, a group or an association, let us know in advance of any parties, projects or what have you and we'll do our best to give you the publicity you want or the help you need.

So watch Voxair. Music, good food, cars, places of interest, interesting things and people, humorous cartoons, Vixens, sports, and for the ladies, a fashion and home-making section. We'll have it all and more.

BUT WE NEED YOUR HELP.

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Cinema Presents

Of interest to movie goers at Station Winnipeg and the many readers of VOXAIR will be the announcement of the opening of the new theatre, located in the New Rec. Centre.

For months now the question has been asked, "When will the new theatre be opened?" Many promises have been made—even the most hopeful of us began to doubt if we would ever see it opened, but, thanks to the postings branch of the RCAF some of us are still here—and now, at long last, with very little fanfare, the theatre opened its doors on March 24th, featuring Marilyn Munroe in "The Seven Years Itch."

We now have a theatre at this station we can be proud of, and I'm sure you will spend many entertaining evenings in your new theatre, as the installation of the cinemascope screen opens many new avenues for pictures that we can present.

I will not try and tell you all about the new theatre in this issue, but instead, I invite you to come out and see for yourself what we have to offer. If you have any suggestions to make, please leave them with the staff at the door or the box office.

Summer is on the way and, in order that we may be able to add to your comfort, two air conditioning units have been installed in the theatre. You may now come and enjoy a movie in utmost comfort and, we hope, by the time our show is out, nature will have cooled your homes enough to allow you to watch your TV sets in "COMPARATIVE" comfort. Yes, we are proud of this theatre, and do you know it is the only air-conditioned recreational spot on the Station. Any arguments?

For a brief resumé of some of the pictures that are coming, we offer, for your entertainment, such pictures as: My Sister Eileen; Be-neath the Twelve Mile Reef; Garden of Evil; The Bad Seed; Carousel; Prince Valiant; Come Next Spring; Cockelshell Hero; 3 Coins in a Fountain; Good Morning, Miss Dove; Anastasia; No Business Like Show Business and Oklahoma.

Watch for these pictures. They have all been booked and will be presented within the next two months.

COMET COURSE



Flying Officer Dick Halliburton, 41, son of Mrs. F. M. Halliburton, 3008 W 36 Ave., Vancouver, has left for Hatfield, England, to attend a 10-week technical training course on the British-built Comet jet plane. F/O Halliburton, a technical officer, was born and raised in Vancouver and enlisted in the RCAF in 1939. His most recent position was as a staff officer at the RCAF's 14 Training Group Headquarters in Winnipeg and, following the course, he will be transferred to the RCAF's 412 Squadron at Uplands, near Ottawa. The RCAF has two of the Comet transports undergoing modifications in the United Kingdom. The course is being conducted at a De Havilland Aircraft Company plant.

AIRCRAFT PAINTINGS

A collection of 26 water colour paintings of types of aircraft flown in the RCAF since its inception in 1924 is the self-appointed task of a 50-year-old wing commander at RCAF Station Comox, on Vancouver Island.

Already hanging in the officers' mess at Comox are 13 completed paintings and the others will be finished in the near future.

W/C Pearce said the paintings, when completed, will be the only collection of its kind in Canada.

Started as a hobby and based on sketches, photographs and personal contact by the artist, the selection will depict with almost perfect accuracy the dramatic history of the aircraft which played such a colourful role in the early years of the RCAF.

A chief technical services officer at the base, W/C Pearce is still actively concerned with Canadian aviation.

He served as an aircrew officer prior to the Second World War, and during the war was employed overseas on high altitude photographic

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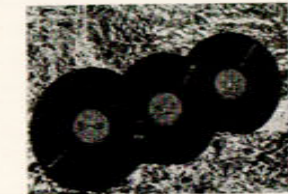
reconnaissance research. For his contributions in this field W/C Pearce was made a Fellow of the Royal Photographic Society.

On cessation, he was appointed director of photography and mapping at Air Force Headquarters in Ottawa, a post he was well qualified to hold. His pre-war flying and photo experiences include hundreds of hours of flying over most of Canada, including the far north.

Pearce Lake, in the Keewatin area, north of Cambridge Bay, was named after him.

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- SERVICE PUBLIC RELATIONS -

By F/L J. E. "DUKE" PALMER



Flight Lieutenant J. E. "Duke" Palmer, a graduate of the United States Armored Force Information School, has been employed in Public Relations duties for the past six years.

Since July 1954 he has been stationed in London, England, at Canadian Joint Staff, as the Overseas Public Relations Officer.

Joining the Royal Canadian Air Force in 1942, he graduated as a pilot and was employed on instructional duties during the war with the British Commonwealth Air Training Plan.

Stationed at numerous bases following the war, he was a Search and Rescue Captain at Fort Nelson, B.C. when selected for the Public Relations course in the States.

Prior to transfer overseas F/L Palmer was Staff Officer Public Relations at 14 Training Group Headquarters, in Winnipeg.

The scope that public relations plays in various organizations differs considerably. In industry and commerce Public Relations has been developed in recent years to a point where it fulfils a dominating advisory function as well as the normal executive duties associated with it. In this field, too, the Public Relations Officer is often given important responsibilities for promoting morale and understanding within the organization.

The Information Division of the Air Ministry does not exert the whole range of Public Relations functions to the full. A Minister speaks for a Department on all major policy matters. By the nature of his career and experience a Minister, unlike perhaps some industrial or commercial chief, should have a natural understanding of what is good and what is bad Public Relations: but he might

well consult his Chief Public Relations or Information Officer for advice on the timing and perhaps form and scope of any announcement he was about to make. An Information Officer at a Ministry the delegated power of speaking has to remember that in taking on for his department, every word attributed to him will be weighed carefully by those who read it, and its validity tested possibly by a question from a Member to a Minister in the House.

There is also an aspect to Public Relations carried out for a Service, which is perhaps peculiar to itself. Publicity about a Service has to be circumspect; it must not derogate from the dignity and traditions of that Service. At the same time achievement, prowess, and efficiency, can best be expressed to the public by high-lighting the individual or individuals or particular units.

The Government impact on the mass of people has increased enormously in the past twenty years. In the case of the Service, National Service has been the main instrument. At the same time the means of mass communication has likewise expanded enormously. Inevitably Government information services have had to be developed to explain that impact. It is perhaps made more difficult in a country where, according to its foremost constitutional writer, "the natural impulse of the English people is to resent authority." It helps a great deal in such circumstances if understanding can be created before the impact is felt.

Public Relations done on behalf of a Service department must work within certain necessary limitations. At the same time a Service requires the support of Public Relations. It costs the taxpayer a vast sum of money and he or she is entitled to know how the money is being spent. In peacetime when cuts are contemplated in an economy drive, slashes in Service expenditure invariably appear. As the Service itself cannot plead its

case for stability directly, it depends much more on Public Relations for public support than many other Government interests such as housing, public health, agriculture, road safety, and so on, which impinge on the daily life of the people and are therefore better understood.

It cannot be said that the Services have a natural understanding of what a Public Relations department can do. An officer devoting his life to his Service might well be forgiven for looking inwards rather than outwards. Regulations tend to confirm him in his view that normal contacts with the Press are not freely his.

For the RAF officers, Queen's Regulations 992 is the basis on which his relationship with the Press is governed. It is elaborated in Air Ministry Pamphlet 58, again a somewhat stringent document framed deliberately to reserve to the Air Ministry any statement on RAF matters.

A considered Public Relations policy for the RAF has existed in the Air Ministry since 1937 when the three main objects of that policy were defined as being:

- (a) The maintenance of prestige of the Royal Air Force as an efficient instrument of defence and a true understanding of the administrative problems of the Air Force and the Air Ministry in relation thereto.
- (b) The recruitment of personnel, both officers and airmen, in ample numbers and of fit quality for the Royal Air Force.
- (c) The cultivation of general air-mindedness as an essential national asset in view of developments abroad and the importance of the air for communications and defence.

The third of these objects has already been achieved to a large extent but the first two objects remain as valid today as they did in 1937.

In postwar years the Air Council has reaffirmed this policy and urged that the supply of information about the Service should be stimulated. Unnecessary restrictions should not be placed on the issue of information to the Press; every reasonable facility for the issue of information by the means of hand-outs, conferences, interviews, or press visits, was highly desirable.

The Air Ministry has been progressive in its dealing with the Press in that it has had some form of connection through a Press Officer or department since the Service was formed. It was not until 1938, however, that it developed into a properly equipped, although small, press and publicity branch. When war came a prepared scheme of expansion was put into effect and the press and publicity branch grew into a large and comprehensive Directorate of Public Relations which produced thousands of news stories between 1939 and 1945, the highest selling pamphlet ever produced "The Battle of Britain," and full-length feature films.

As with the Service itself the run-down after the war was sharp and overwhelming. At the same time the nature of the problem facing the remnants was more intense and difficult than it had been before and during the war. As one Secretary of State for Air put it, a "third Air Force had to be built." But the rundown conditions in the service were chaotic and, as was soon discovered, the offer made to the officer and airman to make his career in the Service was not sufficient. The campaign for recruitment lagged because it was trying to sell a product that was not good enough to market successfully.

Unlike most other official publicity campaigns, a campaign for recruitment to a Service has its own "sales force" in the members of that Service. The spearhead of that force is the recruiting staff and the schools' liaison officers who, by their appearance, bearing and initiative, are not least among the factors that affect recruiting. But the appearance and bearing of the entire Service also count and it might fairly be said that the most influential as well as the cheapest recruiting medium for a Service is the well dressed and contented airman, soldier, or sailor, on leave,

or observed at his duties. Everyone, therefore, within a Service plays a quite direct part in Public Relations.

It is the task of the Air Ministry Information Division to provide a specialized skill in interpreting and projecting the Service to the public. To carry out that task the Division, under its Chief Information Officer, responsible to the Permanent Under Secretary of State, has its headquarters in the same building which houses the Air Staff. Its ties in the Air Ministry are also very close to the department of the Air Member for Personnel in view of the major problem of recruitment. The Air Council has set up an Air Council Publicity Committee under the Chairmanship of the Under Secretary of State for Air; its terms of reference were to "consider matters affecting the

presentation of the RAF to the public." Among the other major committees on which the Chief Information Officer or his deputy sits, are the Ministry of Defence Committee on Public Relations Policy in the Services (which advises the Chief of Staff on Public Relations matters), the Participation Committee (allocating the effort to be put into public functions), and the Technical Grading Committee (dealing with grading aircraft, engines, and equipment for publicity purposes as well as official purposes).

The CIO or DCIO also attend meetings of the Services Press and Broadcasting Committee whose members are the Permanent heads of the Fighting Service Departments, and representatives of the various newspaper organizations. (Continued on page 13)



"But Sergeant, I'm cold."

FLIGHT SERGEANT PROMOTED TO GODFATHER

Flight Sergeant Charlos Raizenne and his wife, Simone, of Hull, Que., recently had an unique, if un-military, honour conferred on them by a family in Metz, France, where the airman serves at the RCAF's NATO Air Division Headquarters.

They were chosen to be the godparents for a brand new French citizen born on February 9 of this year. Christened Charles Auguste Marcel, the baby boy was the eighth child born to an under-privileged family for whom the Raizennes made a happy Christmas through the provision of food, clothing and gifts.

According to the Flight Sergeant, the honour goes hand-in-hand with certain responsibilities, the most serious of these being the signing of an official godparent's book, which makes the Canadians responsible for the welfare of the child should anything happen to the parents.

Also, the godparents must, at the Christmas ceremony, give boxes of candy-coated almonds, called dragees, to the child's mother, the priest, altar boy and all of the women present. Because the baby was a boy, the almonds had a blue coating. All the men got traditional cigars.

As the child grows up, custom dictates that he must present a yule-log cake to his godparents each Christmas. They keep him supplied with eggs every Easter until he becomes of age.

During the christening service at St. Vincent Church in Metz, 14-year-old Monique Raizenne held the baby. "If strong lungs are an indication of good health, my name-sake has nothing to worry about," the Hull airman said with a chuckle, "for he howled in fine style all through the ceremony."

Later, the Canadian family held a reception for the French family and their relatives and friends. Representing the RCAF, Flight Ser-

geant Stanley Smith, of Vancouver, mayor of the permanent married quarters, and his wife were among the guests, as was Mrs. Kelly Davis, president of the Servicemen's Wives' Club, which began locating and helping poor families in the district.

YOUNG PEOPLE'S CHAPEL ASSOCIATION

Who are we? We are the generation of tomorrow trying to build for ourselves and others a better Christian life for the years to follow. This is done by holding weekly meetings on Tuesday evenings in the Conference Room of the chapel.



AC2 J. Houton

At 7:30 each Tuesday we meet for an hour and a half. During this time we hold a Fellowship Service consisting of an opening hymn, following this we have one of the members read a passage from the scripture and have a prayer. If there is anybody who does not understand the passage from the scripture, there is a discussion to find out what the person does not understand to clarify it for him.

It is the plan of the association for the future to hold a church service in the evening where all the members of the association will take part in the service. In connection with the new chimes for the chapel, the association is going to start a drive to help raise funds

ANITA ECKBERG

!
WOW
!
!
!



AC2 J. Houton

Discussion group held by the Young People's Association in the Conference Room of the Protestant Chapel.

for them. As of yet we are still in the planning stage in this drive and when we start we hope to have a large amount to contribute to this cause.

On Tuesday evenings after the meeting, everybody goes over to the Recreation Hall to join in playing basketball, volleyball, ping-pong and swimming. Saturday afternoon we meet at two o'clock for a couple of hours of bowling.

On February 12th we were honoured to have one of the very first

members of the association visit us and give us a lecture. F/O Cole lectured on the "Origin of Music" which was very interesting and informative. F/O Barry Cole has helped us a great deal in keeping the association together. It was F/O Cole who helped start the Young People's Association along with Padre Cox, who is now stationed at Greenwood, N.S.

We would heartily welcome anyone who is interested in joining the association, and anyone who has any suggestions for us.



Cpl. N. Aasen

SCOUT GROUP

Here are the five boys that became scouts at the recent "going up" ceremony held in the old Roman Catholic Church, RCAF Station Winnipeg. Left to right are: Joseph Girardeau, 12; Allan Manning, 11; Sid Koper, 13; Paul Tremblay, 12; and Allan Muir, 12. They were welcomed into scouting by members of the 51st RCAF Scout Troop. The new scouts now form their own troop—the First Winnipeg Scout Troop, an honorary designation.

(Continued on page 18)



Although she is not yet 16 we are presenting Francine as our current news page beauty, feeling certain that loyal readers will not hold her tender years against her.

PLEASE READ THE EDITORIAL!

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PILOT TALK

Near miss report: "Take off was S.O.P. and weather was CAVU. Somewhere over Red 97, the pilots decided to have coffee, whereupon the crewman quickly produced a jar of instant java. He unscrewed the lid and innocently asked the captain to remove the paper seal. The latter noticed it was sort of bulging up but didn't think any more of it and diligently perforated the covering. Then it happened; there was a muffled boom, and he, of the white scarf gentry, was saturated in coffee. Luckily, he was wearing sun glasses. However, not quite knowing what happened, he was severely puzzled when he opened his eyes and discovered he was still IFR. The above incident was over in a fraction of a second but not so the laughter, which persisted, well to the ire of the pilot; everybody else on board thought it was a real riot. The a/m Dak. Jockey brushed up as best he could but destination was still five hours away and he was never the same for the remainder of the trip." FSO's comment: "As can be seen above, mismanagement of instant coffee aloft can result in disastrous situations. I therefore recommend that

- (1) pilots check that the java is vacuum-sealed; or
- (2) if not, the paper seal is perforated before taken off (As added precaution, I suggest inclusion in the check-list, in the following form: First Officer's challenge: "Instant Coffee?" Captain's reply: "No sweat.")
- (3) All pilots wear sun glasses, keeping in mind the calamity that can befall them."

One can't help but admire the extreme zeal which the local SP's are putting into tagging cars these days. A direct result of that drive is that the few of us who can still drive a car are picking up you guys all the way from Fertile Heights, up and down Ness, Sharpe and Portage. As one guy said, "You can't beat the syndicate"; well, you can, and here's how. You procure a ticket (easy) and keep it on the windshield at all times; you can then park anywhere you want. If a gendarme walks over, he spots the tag and figures one of the keener

OUTDOORS WITH BILL



... meet the moose*

Probably the most prized trophy among North American big game hunters, the Moose, our largest vegetarian, excluding the Buffalo, is making a wonderful comeback right across the country. On the eastern prairies where his numbers had got dangerously low a few years ago, he has increased to the point where both resident and non-resident hunting seasons have been opened recently.

Many people only encounter this huge survivor from pre-historic days in zoos and public buildings where his glassy eyes peer down at you from under his majestic palmated antlers in a state of perpetual wonder at how he found himself so far from his native swamps and bushland.

Mr. Moose does not take too kindly to civilization and usually keeps himself well aloof from the haunts of man. Possessed of uncanny senses of hearing and smell, he can be a mighty elusive quarry in spite of his great size. However, during the mating season, his caution is often thrown to the winds as he charges up to the call of a hunter's birchbark, crashing through the poplars like a bulldozer, in search of his ladylove. Or, again he may sneak up through the brush as noiselessly as a rabbit and just as quietly disappear, leaving only his tracks to show that he answered the call.

In summer he browses on the aquatic plants on the sloughs and lakes in his own private bailiwick, but when winter sets in he turns to a diet of twigs from the low bushes and trees. His long legs and huge splayed hoofs take him through the deepest snow and support him in the bogs where he finds his summer delicacies. A strong swimmer, he often crosses wide expanses of water, while on land his strange shambling gait is much faster than it appears.

Apart from the hunter, he has few enemies in the prairies. Occasionally a calf or a wounded animal falls prey to the timber wolves. He has been known to charge hunters, trucks, cars and even railway locomotives on occasion but this usually happens during the mating season. For the rest of the year he is a decidedly elusive character.

Moose meat is a delicacy not unlike beef, and the fortunate hunter who bags one wins a bounteous supply of steaks and roasts. Modern game management has proved that a wise harvest of our big game is not only sound conservation but almost invariably results in better hunting.

DREWRY'S

MANITOBA DIVISION
WESTERN CANADA
BREWERIES LTD.

*One of a series dedicated to the conservation of our Wildlife Heritage. Reprints available on request.

fosdicks has already shafted you. He then continues right on in his undying search for more delinquents.

While on the subject of traffic, I got to thinking what the station of tomorrow might look like. With the ever-increasing number of vehicles, our bigger bases will soon find themselves in the same predicament as our larger cities. This will necessitate a veritable crash program: construction of expressways complete with cloverleaves,

controlled-access ramps, a station parking authority under the S Park O, a new trade. Why, before we know it, they'll be expropriating a cantilever hangar to permit extension of an inter-site super-highway. That, of course, will be the time when they build the long necessitated padded tunnel from the Officer's Mess to the gate.

Don't forget to send in your comments and suggestions to "Pilot Talk," c/o VOXAIR.

—ROMEO.

AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS

By PETER McLOUGHLIN

AUSTIN-HEALEY 100 SIX

On my way back to "God's Country," or perhaps I should say the Liberals' feudal castle of Ottawa, I had the good fortune to fix up a short visit to Donald Healey's workshops near Warwick. Chauffeured down by the Jaguar works in a Mark VII, I arrived just in time to spend an hour or two nosing around and then rapidly mount a 100-six back to Coventry to hop a train for RCAF, Langar and Canada.

Though Austin do all the Healey production work, it was very interesting to see the original premises from which so many successful designs have come since 1945. Basically, the Healey Works looks like a large family workshop where all the employees are fellow enthusiasts who do the job for the love of it rather than for the money. At the present time they are mostly employed in modifying customers' cars and preparing various machines for races, with the odd production car lying around just to belie this fact.

Jeff Price, the Works Manager, took time off to show me around the shop and pointed out the original 100-six, plus a new hardtop version—easily the

RCAF Station,
Lac St. Denis,
Morin Heights, Que.
7 March 1957.

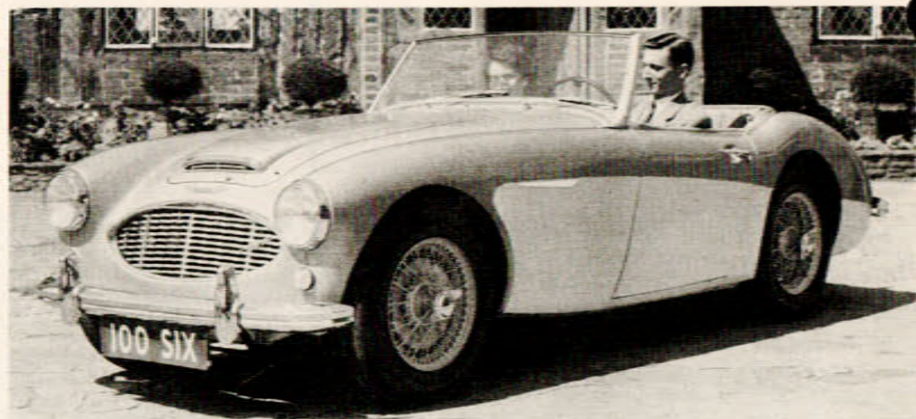
Editor in Chief,
Voxair.

Sir:

Three letters exemplifying your January 25th issue of Voxair, WOW! It is really a terrific issue, one that has come a long way since its inauguration back in 1950-51 (?). It was surely an infant then when I was working on it. It is a grand feeling to know that it has progressed so approvingly. I was particularly interested in F/O McLoughlin's Automobiles. Perhaps sometime he could give an account of the poor man's Rolls Royce, the Rover series; Rover 90, 105R and S, which are the only ones now being delivered to the Canadian market. I for one am extremely interested in purchasing one of the three. Perhaps the current issues 2.4 Jaguar will change my mind.

Best of luck toward your inevitable future success.

Cpl. E. H. Day,
13791.



TECH' SPECS'

Engine: 6 cyl., ohv.; bore and stroke of 3.125 x 3.50; displacement—2639 cu. cms., 161.0 cu. in.; C.R. of 8.25:1; b.h.p. of 102 at 4600 (110 mph); torque 142 ft. lbs. at 2400 (57 mph).

General: Tread F/R 48.8/50; tyres 5.90-15; curb wt. 2480 (48.5 F & 51.5 R); Gear ratios—3.19 (O.D.), 4.1, 5.47, 7.84, 12.6:1; 70 amp/hr. 12vt battery.

Dimensions: Wheelbase, 92 in.; overall length, 157½; height, 49 in.; ground clearance, 5½ in.; turning circle, 35 ft.

Performance:
0-30—3.8 secs.
0160—12.2 secs.
Standing quarter—18.2 secs.
Top speed—105.
Fuel consumption—20/25 mpg.

Price: \$3,085 F.O.B. Montreal and Vancouver.

most attractive of current sports car hardtops—besides trying to answer the questions I threw around. For your interest some of the answers given might interest you:

(a) Austin will not turn out any basic 100-sixes, but only deluxe—for the present anyway. That is, all cars will be equipped with overdrive, wire wheels and heater.

(b) Disc brakes will be made available later on in 1957 at an additional cost of around \$200 — still slight troubles with the suppliers who don't seem capable of turning them out in any quantity.

(c) Deliveries of the 100-six should start shortly.

(d) At present they have no intention of producing any of the cars themselves, nor to produce any independent designs.

(e) On the likelihood of fuel injection they were non-committal.

(f) The good looking hardtop can be obtained for \$200.

RIVEROAKS SERVICE

PORTAGE at RIVEROAKS

Morley Foot, Mgr.

Lowest Gas Prices
in the City

36.2c PER GALLON

- Spring Change Over
- Firestone Tires
- Willard Batteries

(g) A hotted up version, such as the 100M, will be made available later on in the year. Specifications are not yet available.

The car itself is a decided improvement over the original 1952 100. The two biggest changes have been the switching of the old long stroke four for the BMC 105 shorter stroke six, which gives a higher theoretical cruising speed—20 mph higher—and altogether a more rugged unit, capable of hefty development if desired. Secondly, the car has been redesigned so as to appeal to a larger market with the addition of two jump seats. Though these can only fit one adult (across), or two small children, they will help the sales to the man with a small family who just has to have a little extra room. The sufferer who pays for this enlarged cockpit space is the baggage room, which is now reduced beyond tolerable limits. With a bit of ingenious redesigning it might be possible to place the spare wheel on the outside of the trunk, and use suitable hinging to give access to baggage. On the outside you will see an Austin grill—despite the squawks of the aesthetically minded it doesn't look at all bad—a windshield that doesn't fold, outside door handles, better side curtains, windshield washers, and a few other minor changes. A further pleasant touch has involved the widening of the doors, besides allowing them to open wider for easier entry; this was made possible by increasing the wheelbase by four inches.

Finish, workmanship, accessibility, and general driving have not changed sufficiently to enable the casual driver to notice any great difference from the earlier cars. We took this car from Warwick back to Coventry in the evening, and though the run was short I was able to form a few definite impressions — though I have to admit that everything feels backwards when ploughing along the left hand side of a country lane! The car is more responsive at low throttle settings and responds with a smoother flow of power than the old four. Actually, it is truthful to state that all round this is a smoother engine; and so it should be with an added two cylinders. The steering is still light, delightfully responsive and appears viceless on corners. I fancied the wheel position had changed—more in my tummy—and rather preferred the new setting; if I remember right this item is also adjustable. The syncromesh was positive, foolproof and smooth to handle. Pedals still seem a trifle close together. Brakes were light, easy to apply and should be as adequate as on the old model. I feel that many small improvements, so numerous to mention, have been carried out, that are likely to benefit the owner in giving him longer and more trouble free service from his machine. As to the ride, I feel that it hasn't changed much, maybe stiffened up slightly, but not to the extent that it might become uncomfortable on normal drives on our roads.

Detail improvements I haven't mentioned, and which might be of interest

March 30th, 1957

ANNOUNCEMENT

O'Keefe Brewing Company (Manitoba) Limited takes pleasure in announcing that its products—O'Keefe Old Vienna Lager and O'Keefe Ale, are now being Brewed and Bottled right here in Winnipeg.

These products will be available throughout Manitoba as from Monday, April 1st, 1957, and are to be sold at the same price as all other Manitoba Beers and Ales.

O'Keefe Brewing Company
(Manitoba) Limited

to the average prospective owner are as follows: placement of the fuel tank filler up beside the rear of the cockpit (see photo). Addition of a leather covered sponge rubber roll on the top of the dash—good for safety. Rear springs have been raised, yet the tailpipe still looked as low as ever to me. The heater turfs out a much better volume now and also has better controls. The aluminum side curtains and sliding windows are a welcome addition—more rugged, less wind, and bet-

ter visibility. Finally, a small gripe—the hood is ruddy awkward to both stow and raise.

So, as it so often occurs in life, my visit had to come to a hurried end, when I would have thankfully gone on talking and browsing for hours. However, lest I seem ungrateful, allow me to thank the Healey works for their kind hospitality and the ready way in which they went about ensuring I had my curiosity satisfied.

(Continued on next page)



JAGUAR XK 'SS'

For drivers who want to race in earnest, yet drive their machines on the road, Jaguar have decided to produce, primarily for the American market, this new and most potent fireball likely to be seen travelling, where there are no policemen, in the region of 170 m.p.h. The engine produces 250

b.h.p. at 6,000 r.p.m. and is basically the XK unit beefed up. Full weather equipment is provided. Disc brakes and racing tyres are standard equipment. Total weight has been kept down to 2100 lbs. Price for the enthusiast will be \$6,900 in Canada and U.S.A.

**PRICE RANGE NEW CARS
F.O.B. OTTAWA**

Chevrolet:

150 4-door Sedan	\$2,676
210 4-door Sedan	2,822
2-door Station Wagon	3,123
Bel Air Sport Sedan	3,063
Convertible	3,264

Optional Equipment:

Heater—\$95.
Radio—\$120.
Powerglide—\$210.
V-8 Engine—\$130.
Power Steering—\$85.
Power Brakes—\$45.

Pontiac:

4-door Sedan	2,721
Deluxe 4-door	2,879
4-door Station Wagon	3,284
Laurentian 4-door	3,026
Convertible	3,321
Chieftain 4-door	3,520
Catalina Coupe	3,635
Super Chief—Catalina Sedan	3,870
Star Chief Convertible	4,283
Star Chief Custom Safari	4,777

Optional Equipment almost same prices as Chevrolet.

Oldsmobile:

Rocket 88 4-door Sedan	3,676
Super 88 Holiday Coupe	4,165
Convertible Coupe	4,466
Super 88 4-door Fiesta Hard Top Station Wagon	4,936
Starfire 98 4-door Sedan	5,194
98 Holiday Sedan	5,552

Optional Equipment:

Hydromatic—\$300.
Heater—\$125.
Power Steering—\$145.
Radio—\$150.

Buick:

Special 4-door Sedan	3,471
Special 2-door Sedan	3,391
Special Convertible	4,131
Special 4-door Estate Wagon	4,365
Century 4-door Sedan	4,336
Century 4-door Caballero	5,086
Super 4-door Sedan	5,066
Super Convertible	5,352
Roadmaster 4-door Sedan	5,563

Optional Equipment:

Heater—\$110.
Radio—\$140.
Power Seat—\$142.
Power Windows—\$150.
Power Steering—\$138.
Power Brakes—\$150.

Cadillac:

62 Series	6,590
Fleetwood	8,100
Convertible	8,164
Eldorado	9,900

For Ford Prices see Chevrolet within \$50.

Meteor are those of Ford plus \$15. Optional Equipment for Ford and Meteor are again almost identical in price to Chevrolet and Pontiac.

Mercury:

Monterey 4-door Sedan	\$3,395
Monterey 4-door Hard Top	3,575
Monterey Convertible	3,875
Montclair 4-door Sedan	4,075
Turnpike Cruiser 4-door Hard Top	4,757
4-door 9 passenger Station Wagon	4,424
Commuter 2-door Station Wagon	4,206

Optional Equipment priced near that of Oldsmobile.

Plymouth:

Plaza 4-door Sedan	2,795
Savoy 4-door Sedan	2,945
Belvedere 4-door Sedan	3,216
Suburban 4-door Custom	3,395

Optional Equipment:

Heater—Standard.
Power Steering—\$99.
Power Flite—\$210.
Power Brakes—\$45.

Dodge:

Crusader 4-door Sedan	2,922
Regent 4-door Sedan	3,073
Regent Suburban	3,426
Mayfair 4-door Sedan	3,216
Mayfair Convertible	3,770
Custom Royal 4-door Sedan	3,920
4-door Hardtop Lancer	3,920

Optional Equipment:

6 cylinder—Subtract \$120.
Radio—\$120.
Powerflite Transmission—\$200.
Power Brakes—\$46.
Power Steering—\$110.

Desoto:

Firedome 4-door	4,530
Fireflite 4-door Hardtop	5,163
Fireflite Convertible	5,540

Chrysler:

Windsor 4-door	4,350
New Yorker 4-door	5,590
New Yorker 4-door Hardtop	5,825
Imperial	6,817
Crown 4-door	7,558
Crown Convertible	7,744

Studebaker:

4-door Sedan	2,810
2-door "Six"	2,665
Silver Hawk	2,850
Commander 4-door	3,070
Golden Hawk	4,870
Rambler Custom Six	3,020

Jaguar:

2.4 Sedan	3,995
Mark VII Sedan	4,800
(With Auto Transmission)	
Mark VIII Sedan	5,750
(With Auto Transmission)	
XK 140 Roadster	4,350
XK 140 Hardtop	4,600
XK 140 Convertible	4,700
XK 150 Roadster	4,500
XK "SS"	6,900
3.4 Sedan	????

Optional Equipment:

Overdrive—\$160.
Radio—\$145.
Automatic—\$300.

Austin:

A-50	1,700
A-95	2,350
Healey 100 Six (deluxe)	3,085

Hillman Minx Sedan	1,995
Hillman Convertible	2,195

Sunbeam Rapier	2,695
Morris Minor 2-door	1,485

Morris Minor Convertible	1,515
Morris Minor Traveller	1,785
Morris Oxford	1,985

M.G. "A"	2,450
M.G. Magnette Sedan	2,575

Triumph TR-3	2,599
--------------	-------

Volkswagen Standard	1,639
Volkswagen Deluxe	1,789

Karmann-Ghia Coupe	2,550
--------------------	-------

Ford Prefect Sedan	1,695
Ford Consul Sedan	2,095

Such prices, with few exceptions, need no comment, but only show the hefty effect such increases for 1957 must have on the cost of living index. These increases, however, have helped the small imported cars which seem to have been able to maintain last year's prices. A flagrant exception being the new Jaguar Mark VIII, which, for an increase of \$200 in England over the Mark VII, has managed to climb up \$1,000. A continuation of the present system of yearly increases may price our cars off the home market. Watch the production figures for the latter half of this year. Jaguar's new models are mentioned, though only the XK 'SS'—a semi-racing car—has so far been revealed. Beyond mentioning the names we cannot release any further information for the present.

Announcement . . .

Drewrys Manitoba Division Western Canada Breweries Limited announces it is now producing Carling's Black Label Lager Beer and Red Cap Ale which will be available at Manitoba prices, the Black Label Beer on and after April 1st and the Red Cap Ale early in May.

With the production of these two Carling products, the name of the company will change from Drewrys Manitoba Division Western Canada Breweries to The Carling Breweries (Manitoba) Limited. The new company will continue to produce Drewrys Standard Lager and Drewrys Pilsener.

PUBLIC RELATIONS

(Continued from page 5)

the Commonwealth Press Union and the B.B.C. The principal work of this committee is to discuss matters which it might be in the national interest not to publicize.

The Information Division itself is divided into two branches. Information 1 dealing with publicity obtained by payment, and Information 2, publicity obtained without direct expenditure. In the current year the Division's budget amounts to some three quarters of a million dollars, the main items being Press advertising \$405,000, exhibitions \$15,000, display material \$21,000, films \$45,000, recruiting literature \$51,000, staff and expenses \$162,000. Information 1 works closely with the Central Office of Information and the advertising agents who carry out advertising for the department.

Information 2 is in the charge of

a Senior Information Officer with two main sections, each with four information officers attached. One section collects all the news it can from the Service, maintaining contact at the home Commands, except Home Command, with a Press Liaison Officer. This material is prepared for a variety of uses, for issue to the Press in one form or another, for inclusion in a speech, as an item in the Air Ministry News Letter, as the basis for a facility visit, or as the idea for a feature article. The other section liaises with the Press, B.B.C., newsreels, and film companies, deals with enquiries, conducts facility visits, issues information, assists writers and film companies.

All the Air Ministry information officers are civilians, both at home and abroad. They come within the Information Class of the Civil Service and as far as the Air Ministry is concerned, at least, they have only appointed people to these jobs

who have had journalistic or publicity experience and more often than not a Service background. There are twenty information officers, nine in the Air Ministry, one at Home Command Headquarters, one each in offices in Edinburgh, Manchester and Birmingham, three with the Middle East Air Force, two with the Far East Air Force, and two with the 2nd Tactical Air Force. A squadron officer also works as an information officer. The rest of the Division is made up of various grades of civil servants, totalling 58 in all.

The emergence of television as the greatest entertainment factor in British life—some ten million watch their screens each evening—has provided the Division with new problems. It is harder to obtain "time" on TV for a Service medium. The TV authorities are a law unto themselves and are quite de-

(Continued on page 16)

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REACH WRIGHT & DITSON

SPORTING GOODS



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Ashdown's

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MANITOBA DIVISION
Western Canada Breweries Ltd.

THE McLAREN HOTEL
MAIN ST. AT RUPERT

WINNIPEG, MAN.
Phone 93-8518

THE KIRKFIELD HOTEL
KIRKFIELD PARK

WINNIPEG, MAN.
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ST. JAMES *Super Market*

QUALITY MEATS

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FRESH FRUITS

PORTAGE at WHYTEWOLD

We Deliver Orders Over \$5

Phone VErnon 2-3860

VOXAIR VIXEN

CHRIS LAPING

As we promised you, this is the first of our new Voxair Vixens, but the only vital statistics we have is her name—Christina Laping, formerly of Yugoslavia and now of Winnipeg. With a sunny smile like that, who needs an UMBRELLA???

Photo by Cpl. D. Askett

*Winnipeg's Finest 2-Way
Radio Equipped Taxi Service*

VETERANS - NASH TAXI

PHONES

92-6101 — 93-4533

*Clean, Modern Cars to Serve
You Anytime, Anywhere*



Voxair Vixen

Chris Laping

Winnipeg

PROMOTIONS

The list of annual promotions for Airmen and Airwomen to be effective April 1st, 1957, was released by the Commanding Officer on Thursday, March 28th. The list included five promotions to the rank of WO2, ten promotions to the rank of Flight Sergeant, 28 promotions to the rank of Sergeant and seventy-five promotions to LAC. The following list includes promotions in 14 Tr. Gp H.Q., 2402 Squadron and 402 Squadron.

Promoted to the rank of Warrant Officer Class 2:

- F/S J. H. Thomas
- F/S E. E. Brason
- F/S A. Johnson
- F/S F. A. McGuire
- F/S G. Mills

Promoted to the rank of Flight Sergeant:

- Sgt. T. L. Nicholson
- Sgt. N. H. Dixon
- Sgt. C. A. Younger
- Sgt. E. R. Carmichael
- Sgt. S. F. Licence
- Sgt. A. M. Gammell
- Sgt. J. H. Nolet
- Sgt. G. F. Buxton
- Sgt. G. L. Rowe
- Sgt. G. R. Steeves

Promoted to the rank of Sergeant:

- Cpl. R. Young
- Cpl. C. F. Coffey
- Cpl. J. F. Bennett
- Cpl. J. R. Lee
- Cpl. D. A. Walker
- Cpl. J. E. Desrosiers
- Cpl. W. K. Murphy
- Cpl. F. R. Gaudet
- Cpl. J. G. Gervais
- Cpl. E. L. Williams
- Cpl. A. C. Novak
- Cpl. S. C. Sadler
- Cpl. E. L. Runge
- Cpl. C. L. Rolfe
- Cpl. H. Rogers
- Cpl. E. Leonard
- Cpl. E. D. Stanley
- Cpl. L. A. Dann
- Cpl. F. J. Moore
- Cpl. W. Temple
- Cpl. L. B. McCurrie
- Cpl. J. C. Johnson
- Cpl. G. D. Allison
- Cpl. J. P. Gagne
- Cpl. W. T. Lonie
- Cpl. J. K. High
- Cpl. G. K. Fraser
- Cpl. W. L. Dreher
- Cpl. J. A. Nault
- LAC G. E. Coffey
- LAC W. L. Edge
- LAC J. Russell
- LAC G. W. Bothwell
- LAC C. H. Richmond
- LAC T. C. Therien
- LAC D. C. Tucker
- LAC D. G. Thompson
- LAC J. R. Kling
- LAC J. W. Metcalfe
- LAC A. J. Chalmers
- LAC E. J. Richards
- LAC K. C. Lapointe
- LAC H. D. Loney
- LAC J. R. Wear
- LAC J. G. Currier
- LAC J. L. Chaisson
- LAC M. E. Thompson
- LAC G. H. Piper
- LAC A. Kostelnik
- LAC E. N. Atkinson
- LAC W. A. Kent
- LAC J. M. Crocker
- LAC A. Weber
- LAC A. Shaw
- LAC L. A. MacKenzie
- LAC E. M. Richards
- LAC A. M. Dunham
- LAC H. G. MacIsaac
- LAC H. H. Hamel
- LAC J. E. Weibel
- LAC O. Butler
- LAC U. D. Doucette
- LAC W. H. LaFosse
- LAC J. S. Duffield
- LAC J. A. Champigny
- LAC J. Bates
- LAC J. F. Alexander
- LAC A. J. Hoffman
- LAC G. H. Dunn
- LAC E. A. Danyleyko
- LAC J. S. Cole
- LAC C. F. Allcroft
- LAC R. C. Ulrick
- LAC C. R. Sanford
- LAC J. F. Keenahan
- LAC W. H. James
- LAC G. L. Degryse
- LAC K. J. Addis
- LAC A. J. Coombs
- LAC K. W. Robinson
- LAC P. E. Kemp
- LAC N. Hasiuk
- LAC T. W. Taylor
- LAC R. W. Davies
- LAC E. J. Duncan
- LAC R. L. DeGrave
- LAC M. G. Charbonneau
- LAC E. W. Bechamp
- LAW F. L. Wilson
- LAC A. T. Dieroff
- LAC K. Moffatt
- LAC B. A. Weston
- LAC J. D. McQueen
- LAC H. J. Smith
- LAC F. L. Scobel
- LAC W. F. Judge
- LAC T. C. Hand
- LAC R. E. Caslake
- LAC T. R. Thompson
- LAC J. Schwab
- LAC C. R. Elston
- LAC C. G. Ross

Promoted to the rank of Corporal:

- LAC E. J. Riendeau
- LAC J. J. Phillips

Congratulations to all of you from personnel of Station Winnipeg.

PUBLIC RELATIONS

(Continued from page 13)

terminated not "to be made use of" unless they feel there is a first class public entertainment in what is shown. The recent series of "War in the Air" programmes was a major achievement as it involved the B.B.C. in heavy costs.

We are all familiar with the mass circulation London dailies, some with over four million devoted readers. Nearly every family in the United Kingdom takes at least two papers—a National daily paper and a local Provincial paper, and many people in the larger metropolis buy an additional paper or two, as they appear "hot off the presses," at lunch time or on the way home.

The National paper is read in the morning for world news, but the local or Provincial paper, is generally kept for the evening, when the readers are relaxed and, therefore, more receptive. This local paper is read and re-read from the first page to the last, and its contents are discussed with every member of the family and neigh-

bours. It contains news in its most human and appealing form, news about a friend or neighbour.

The Provincial press varies from the powerful newspapers of wide circulation, to the local newspaper which circulates in a particular district. It is the local paper which is the best market for Public Relations Officers' stories in the U.K. These "local boy" or "little Joe" stories are the main channel for presenting the way of life of the British serviceman everywhere, to the people at home.

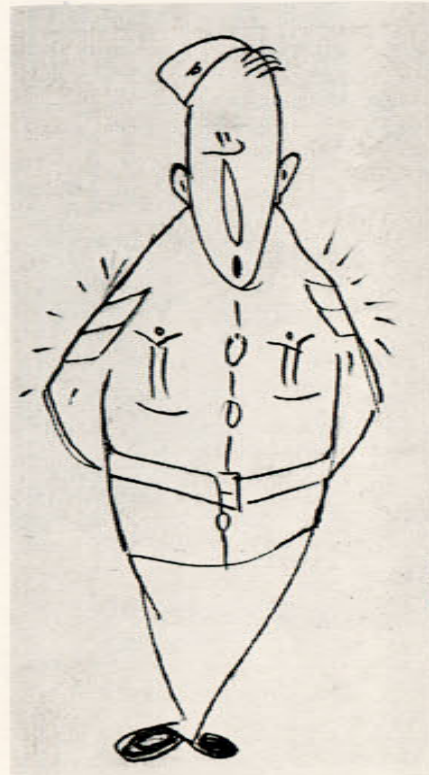
There are over 1,400 provincial papers in the U.K., and they are eager to print as many stories as they can get. The 3,600 magazines, House Organs, and Trade Papers in the British Isles provide another large outlet for the PRO's efforts.

The subject of the U.K. Press is a complex one and although newspapers are read by almost everyone in the British Isles, people's understanding of and regard for them shows amazing variations. In the first fifty years the Press has changed greatly; its circulation has risen astronomically while its influence has waned. The popular Press seeks to entertain as much as to inform and its influence has diminished accordingly. Today nothing about a Service matter will get into the headlines of a popular newspaper unless it is new, profound, striking, and original. Newspapers are produced in such a way that inaccuracies are a chronic complaint, and the dominating factor in that production is time. As is often quoted in Fleet Street:

"Thrice blessed is he whose statement we can trust, But four times he who gets his news in *fast!*"

There is one thing about the Press, it stimulates extremes of opinion about itself. This is what one Prime Minister of England said on the subject in 1924: "Journalists belong to a great and honourable profession. The journalist is a man whose craft means that by instructive ability he can gather together and co-ordinate all those feelings that go to the making of public opinion, who has got an instructive sense of what the interests of the

(Concluded on page 20)



"You are talking to a Corporal now."

WIT and WISDOM

HOW TO PRESERVE A HUSBAND

A recipe I thought you might like is the one from the RCAF Rockcliffe cook-book, "The Flying Skillet":

Be careful of your selection. Do not choose too young and take only such as have been reared in a moral atmosphere.

When once decided upon and selected let that part remain forever settled and give your entire thought to preparations for domestic use.

Some insist on keeping them pickled while others are constantly getting them into hot water. This only makes them sour, hard and sometimes bitter.

Even poor varieties may be made sweet, tender and good by garnishing with patience, sweetening well with smiles and flavouring with kisses to taste.

Now keep them warm with a steady fire of domestic devotion and serve with peaches and cream.

When thus prepared they will keep for years and yummy, they're good.

The Price of Admission

An airman knocked at the pearly gates,

His face was scarred and old, His time had come to ask Admission to the fold.

"What have you done," St. Peter asked,

"To gain admission here?"

"I've served in the west," the airman said

"For nigh unto a year."

The pearly gates swung open wide As St. Peter touched the bell

"Come in," he said, "and choose your harp,

You've had your taste of hell."

—Cpl. P. A. Keller.

WEDDING CEREMONY (QR)

By CPL. MACRAE

The following, taken from an Airforce magazine some years back, might well be shown to the fairer sex who are contemplating "joining" the airforce community by means of matrimony.

Wilt thou have this woman as

thy wedded wife, to live together in as far as the Dept. of National Defence will allow. Wilt thou love her and take her to the movies once a week: And come home regularly on the 5:10 bus.

I will.
Wilt thou have this Airman as thy wedded husband, bearing in mind, night duty, duty watches, sudden orders, and most of all uncertain mail communication, and all other penalties of Airforce life. Wilt thou obey him even as an AC2 obeys a Corporal. Press his uniforms: Polish his buttons, and bear his little airmen.

I will.
I, _____, take thee, _____, as my wedded wife from 5:10 p.m. until 8:00 a.m. as

(Continued on page 28)

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NEWS

(Continued from page 7)

"GOING UP" IS BIG EVENT FOR FIRST WINNIPEG CUBS

Story by Bud Pauls

The February 15 "going up" ceremony for five boys of the First Winnipeg Kinsmen Club Pack may have lacked the precision normally witnessed at such events, but it's a safe bet that the cubs' display of humour, enthusiasm and courage ranked with the best traditions of cubbing and scouting as they proudly went through their paces. Even the symbolic white wolf's head on the pack's totem pole seemed to smile and sense the special accomplishment of the cubs who made their way to the centre of a large oval formed by their fellow cubs and the older boys of the 51st RCAF Scout Troop.



Scoutmaster Alf Frogley greets Tom Miller, chairman of the Kinsmen Club Scout Committee at a recent "going up" ceremony during which five physically handicapped cubs became scouts. Alf is an airman at RCAF Station Winnipeg.

The five cubs elevated to the ranks of scouting at the recent gathering were the first to be so honoured in the pack. They are: David Koper, 13, son of Mr. and Mrs. J. M. Koper; Allan Manning, 11, son of Mr. and Mrs. C. A. Manning; Paul Tremblay, 12, son of Flight Sergeant and Mrs. L. G. H. Tremblay; Allan Muir, 12, son of Mr. and Mrs. M. Muir; and Joseph Girardeau, son of Mr. and Mrs. L. Girardeau. All are from the Winnipeg area.

Alf Frogley, an airman with the RCAF at Winnipeg, was instrumental in the organization of the unusual group. His own son, Bruce, wears a brace on his leg, and while a resident of Sault Ste. Marie, Ont., Alf first put his plan to work and he began what he believes to be the first Canadian crippled children's cub group outside of those organized by hospitals. Then when the Frogley family moved to Winnipeg the idea came with them.

Working in close touch with the Crippled Children's Society of Winnipeg and the Provincial Headquarters of the Boy Scouts Association, he started the ball rolling. The St. Boniface-Norwood-St. Vital Kinsmen Club caught the spirit of the enterprise and they offered to sponsor the cub pack. The Kinsmen supply the boys with uniforms, transportation and even a serving of ice cream at the meetings.

With the elevation of the five cubs to scouts, a new scout troop

was formed—the First Winnipeg Scout Troop—and Alf Frogley became scoutmaster. Previously he had worked with the 51st RCAF Scout Troop, assisted by his wife.

Leader of the cub pack is Les Riskin, a civilian employee of RCAF Station Winnipeg. He has been active in scouting for more than 12 years.

The designation "first" as applied to the cub pack and new scout troop is an honorary title given to groups of unusual note—in this case in recognition of the boys' courage in overcoming their handicaps. With such inspiration, the Kinsmen Club has extended their sponsorship to include the new scout troop.

Those sponsoring the cubs and scouts and working with them will testify that the experience is rewarding. This is particularly so when they hear the gleeful "hip, hip, hooray!" of a throng of scouts on the occasion of five crippled boys joining their ranks.

BOWLING BY WIRE

Keglers in the RCAF—both service and civilian—are looking forward to another telegraphic bowling tournament to determine the 1956-57 season men's and women's championships. The tourney will be held at RCAF stations across Canada and overseas on March 21.

Computed on the basis of three-string scores, the results of each five-man and woman station championship team will be sent to the Recreation branch at Air Force Headquarters, Ottawa, by teletype signal.

A feature of the contest the second of its kind to be conducted in the RCAF, is that it allows each station to enter two men's and two women's teams selected from all ranks, dependents, and civilian personnel employed on Air Force stations. Last year only the top team on each station bowled and submitted their scores, but this year two teams from each station will give an extra air of competition to the bowl-off.

The tournament will mark the climax for bowling leagues which



Even the white wolf seems to smile and sense the accomplishment of cub David Koper, 13, who was one of five crippled boys to become scouts at RCAF Station Winnipeg. Les Riskin, left, is cubmaster of the First Winnipeg Kinsmen Club Pack which is composed of about 15 physically handicapped boys. Alf Frogley, right, was instrumental in forming the unique pack.

Because they are physically handicapped, it took more than normal effort by the boys to get about. Two of them eased into position with deft manoeuvres of the wheelchairs to which they are confined. The remaining three made their way with awkward determination on legs held firm with steel braces.

The First Winnipeg Kinsmen Club Pack is unique in that it is composed entirely of crippled boys. At present the membership stands at about 15 with any physically handicapped boy in the Greater Winnipeg area being a potential recruit and assured of a sincere welcome.

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have been operating throughout the RCAF. Since arrangements for last year's bowling tournament were made, there have been demands for similar competition in such sports as archery, track and field, and swimming, all of which are available to Air Force personnel and their families on RCAF stations.

Last year the men's team championship was won by RCAF Station Moose Jaw, Sask., and RCAF Station Whitehorse, Y.T., took the women's team top honors.

people are, and who, with skill and mastery, can sit down and under the most trying and impossible conditions produce the finished article." How then should the serving officer regard the Press and Public Relations? The late Air Marshal Sir Richard Peck, who used to speak to the Staff College on this

PUBLIC RELATIONS
(Continued from page 17)

subject, made these remarks: Spoken in time of war though they were they still apply today. "The moral of the fighting forces themselves depends a great deal upon their knowing, through their own reading and hearing of the news, that the public recognize and value their sacrifices and achievements." "Publicity has, without doubt, some unpleasant aspects. It arouses distaste among many Service per-

Schools, social clubs, ladies' auxiliaries and even businesses are listed on the files of both the Unitarian Committee and Foster Parents' Plan. A typical example is the Winnipeg RCAF Officers' Wives Club. Formed some 18 months ago with a membership of about 90, the club appointed a committee to compile

A GIFT FROM WINNIPEG



Cpl. D. Asker

sonnel, but this feeling must not be allowed to deter us from our duty to the country and to the Service itself. "The Service of Information Relations. This task cannot be performed without the wholehearted and active co-operation of the Service itself, not only at the Air Ministry, but in the Commands and units. It is a constant and continuing task."

reading his replies became a highlight of the club meetings. In one last summer—short weeks after his letter was read—the young Indian in Madras on the gift from 90 "mothers" in Winnipeg. Immediate past president Mrs. Pauline Scott corresponded with the boy on behalf of the club and Dec. 22nd, 1956, issue of *The Free Press*

subject, made these remarks: Spoken in time of war though they were they still apply today. "The moral of the fighting forces themselves depends a great deal upon their knowing, through their own reading and hearing of the news, that the public recognize and value their sacrifices and achievements." "Publicity has, without doubt, some unpleasant aspects. It arouses distaste among many Service per-

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portridge and black bread are not the mark of an elite hostility. Also in the prison was S/L Lorne Cameron (later C.O. of 402 Squadron) and a number of allied airmen. After a week in jail, Bob and his fellow prisoners were handed over to the German Army, in preparation for transfer to a German prison camp. They were held at Merville air field whilst the convoy was made ready. Shortly thereafter, this field was completely bombed out, and Bob spent a week locked up in the only room left standing in the Sergeants' Mess. Again on a convoy, bad luck rode with the Germans. Late at night, the convoy was fired upon and the fire returned. Early in the morning, the German army learned a vital lesson on warfare. The lesson? They found that they could not win wars by wiping themselves out, and the firing ceased immediately. (Continued on page 31)



F/O ROBERT GENNO

Personality

F/O Robert Genco, editor and guiding light of *Voxair*, is now Mr. Robert Genco, civilian. If one may use an old cliché, the gain made by our civilian populace becomes the loss of the RCAF.

As editor of this magazine, he was required to have knowledge in many fields of endeavour, particularly in sports and aviation. A quick glance at his personal history shows that F/O Genco was singularly equipped to carry out the duties of *Voxair's* editor. In many respects, his life has been one great adventure and one filled with enough action to keep two men busy. Born at Stoke-on-Trent, Staffordshire until 1929, when his family moved to Canada. He attended Canadian schools until 1933, and then returned to England to prepare for a teaching career.

Studies did not prevent him from participating in sports. Bob Genco was president of the school gym and boxing club, and was boxing instructor for local boys' clubs. He was also the player-manager of the local soccer team and Cub Master and Rover Scout. In 1940, he joined the RAF as pilot, was trained in England and Canada. He graduated as Sgt. Pilot at Carberry, Manitoba, and later took a General Reconnaissance course at Charlotte town, P.E.I. He was posted to Coastal Command, flying Beaufighters in Scotland, and shortly after transferred to fly with the first group of Mosquito bombers to arrive in England. On the 7th of June, 1944, Bob, now a WO1, flew a special sortie carrying bombs with an escort force of rocket-

The attack pattern called for a dive from two thousand feet to mast level and hit the target amidstships. Though the attack was successful, F/O Genco was shot down and captured by the German navy. While being interrogated, he was made to feel as much at home as was possible under the circumstances, and was winned and dined. This "friend-ship" with the German navy came to an abrupt end when they found that the only information they were likely to obtain was the number, rank and name. F/O Genco was then given to the German army and was quartered in Bordeaux jail. Here Bob met two squadron mates, which made life a little more pleasant, though food and lodgings left much to be desired. Like in the beds and birch bark tea, watery

WINNIPEG RINK WINS



WINNIPEG, March 11—Here are the winners of Saturday's 14 Training Group Bonspiel held at RCAF Station Winnipeg. Shown receiving the 14 Training Group Curling Trophy is Flying Officer F. J. Langen, skip of the winning Station Winnipeg rink. Third for the rink was Flying Officer G. R. Homan (extreme right), while the lead and the second respectively were Flight Lieut. W. W. Fink (extreme left)

and Flight Lieut. M. J. Piercy (second left). Wing Commander H. C. Vinnicombe, of RCAF Station Winnipeg, the host station, presented the trophy, which was formerly held by Station Moose Jaw.

Other stations which took part in the event were: Stations Penhold and Claresholm, Alta.; Moose Jaw and Saskatoon, Sask.; and Portage la Prairie, Macdonald and Gimli, Man.

VOLLEYBALL

RCAF Stn. Winnipeg's Volleyball team (represented by M.E.) journeyed to Portage la Prairie last week end and won the 14 Tr. Grp. eastern zone championship, by defeating Portage. They now await a western winner and will journey to Saskatoon for the finals. While at Southport they played CJATC Rivers in the regional playdowns and were defeated. CJATC Rivers will now play Moose Jaw in the finals to be held at Rivers on March 29 and 30.

BASKETBALL

The RCAF girls' team played an exhibition game last Thursday against the Normal School and won the game by a 13-9 count. Chris.

By

Irving was the big scorer of the night potting 9 points for the station team. The girls under F. Schmidt's capable coaching have had a good year, winning the majority of their games and losing a few to some of the better teams in the city. Congratulations, gals, on a fine record and let's hope you'll be back next year.

RUGGER

Once again the cadets are getting ready for another rugger season. They are working out two or three times a week in preparation for their trip to Victoria, which has become an annual affair. Last year they entered two teams in the city league, and won the cup; this year they are going to enter another two teams and are prepared to defend it against all comers.

CURLING

The Inter-Section curling is in its final stages. F/L Sparks is in the finals, awaiting a winner between S/L Graham and Cpl. Forth, so a champion can be declared. In the evening league the last round is just about complete and the play-offs should start shortly. In the ladies' and mixed leagues, knock-out competitions were held and I should have the winning teams for the next issue. All in all a good



G/C G. F. Jacobsen, DFC, CD, CO, RCAF Station Winnipeg, throws the first rock to open 14 Group Bonspiel.

ARCHERY SHOOT HERE

LAC AL RAMSAY

Year has been had in curling and the president and his hard-working executive deserve a pat on the back for a job well done.

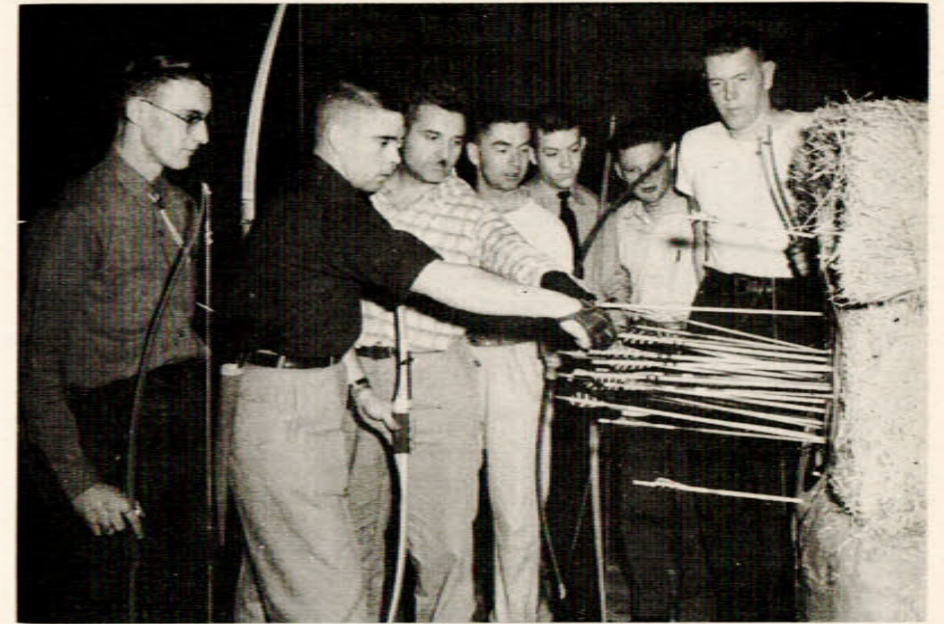
GOLF

Located on the third floor of 16 Hgr., a driving range and putting green is available to all enthusiasts. Putters and drivers are available to those who have none. Classes will be held Monday and Wednesday evenings if interest warrants it.

STATION ARCHERY CLUB

For the second time in its year of operation, the station club was host to the Manitoba Indoor Archery Championship Shoot on March 17th in the station drill hall, old site.

Quite a few of the male and female members participated. Although no one won a championship, their victory was shown in the excellent target scores they turned in.



Left to right: Al Bowyer, Gordon Loewan, Moe Gillman, Dave Leckey, Bud Bethune, Bob McNeilly and Vic Sweeny retrieving their arrows from the target.

WO2 George Learmonth, who didn't shoot but overseered the shoot, and his executive are truly proud of their members and the fine enthusiasm and results they are showing. They are also proud of their new baby, the intermediate group of seven years and over, boys and girls of the PMQ's. We feel that we have tremendous future championship material. Believe us when we say they just can't get enough shooting time.

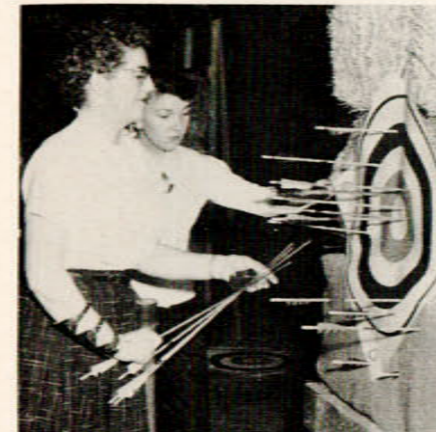
Here are the members who participated in the indoor shoot—ladies: LAW's Peggy Lavoie, Marlene Harker, Ellie Norman; men: Dave Leckey, Bob McNeilly, Vic Sweeny, Bud Bethune and last but not least, Moe Gillman. Our guests

from F.O.B. were Al Bowyer and Gordon Loewan who also participated.

Outdoor shooting will soon commence. Anyone interested is welcome to join the club every Tuesday and Thursday in the old drill hall. Archery is a year-round sport; make it your sport.

COVER STORY

Sgt. Joe Desrosiers, an airman in fact but a sailor at heart, repairs his "Cat Boat." The craft is 12 feet long and draws very little water when the 83 square feet of sail is raised. Sgt. Joe built the craft by hand.



Mildred Dallman and Peggy Lavoie checking their scores.

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AROUND THE SECTIONS

PMQ NEWS (NEW SITE)

Cpl. and Mrs. A. E. Mutch from ME Section left our station on March 23rd. Cpl. Mutch departed for No. 3 FW at Zwiebrucken, Germany. Mrs. Mutch will stay at her home in New Brunswick till June.

Sgt. and Mrs. Sutton left PMQ's on March 30th to spend their embarkation leave at Moose Jaw, Sask. Sgt. Sutton will be reporting to No. 4 ATHF at Trier, Germany.

Sgt. and Mrs. De Falco are leaving our station for Calgary, Alberta on April 15th.

F/O J. C. Brown is visiting Cpl. and Mrs. Zillman. F/O Brown is stationed at RCAF Station Rockcliff, Ontario.

By STELLA CROSS

WOMEN PERSONNEL

Cupid has found his mark again. This time he hit Boots Feduik and Gary Hodgins. They plan to marry in May.

Another hit was scored when Rollie Levac, who has just arrived from Aylmer, was married to Ralph Gylxon, who is stationed at Cold Lake.

Cpl. "Babs" Babchuck has been having sweet dreams lately. I wonder why?

Sheila Keep and Ken Newman have decided to bring their date back to May 4. I still think they're chicken.

Well, the wedding bells really rang out on March 2nd. Myrt Mill became the wife of "Mel" Melanchuck, and Connie Thomas became the bride of Gerry Eyolfson, an ex-airman. Good luck, kids.

The girls' basketball team seems to be hitting their pace now. They travelled to Dolphin to take on the Dolphin girls' team. The outcome was a victory for us. Although the girls aren't entered in a league they play exhibition games once a week and seem to come out on top quite often. Keep it up, girls.

We have three new girls to welcome to the fold. Cpl. Fay Clifton

and LAW Pearl Hnayszryn from overseas and AW1 Rollie Levac. Although we lost Gloria Ballendine, Lois Hill and Esther Brundige, we will be seeing Toni Martin again. She is bringing her girl friend from RAF days, LAW Anne Topcliffe.

Esther Brundige decided that she had enough of the Air Force, so she left us. Good luck to Esther and Gordie in the future.

—ELLIE NORMAN.

STN. HEADQUARTERS

Anyone who hasn't been around Headquarters for the last couple of weeks would see quite a change in the SWO's office. The wall facing the Orderly Room has been knocked out and now there is a wicket there, so please don't try to go into the SWO's office. Wait at the wicket. One thing nice about having the wicket is that it's easier to see the clock in the Orderly Room.

Now that S/L J. J. Lalonde has almost left us, Headquarters is in the throes of making preparations for the arrival of F/L R. T. Sinyard, who is coming to replace S/L Lalonde. F/L Sinyard is coming us after a tour overseas at FWG Marville.

On Wednesday, 13 March, the SOR bowling team, captained by LAC Regis, had a roll-off with AOS to see which team would enter the play-offs. I'm very happy to report that SOR has that pleasure. It was a close game all the way, but with Sgt. Wally Hurtick doing 294 and Cpl. Bill King doing 259 and 253, it was pretty hard to beat. Good luck in the play-offs.

AW1 ELEANOR NORMAN.

EDUCATION SECTION

The Education Section has a new addition to its Staff. F/O R. Sotolov recently reported in from Station Portage la Prairie.

Trade Board time will soon be here again. The date this year

April 9th. All sections are busy with trade advancement for their personnel.

Corporals' and Flight Sergeants' Qualifying Examinations will be written 29th and 30th of May. Some of the candidates get a break this year by only having to write one part of the examination.

It shouldn't be necessary to remind any eligible Flight Sergeants that the group 4 examinations will be held May 23rd. We are hoping to have several new candidates after April 1st.

There are many FREE Correspondence Courses available through the Education Section. Especially valuable are the ones leading to Junior and Senior Matriculation. Anyone interested in profitably employing his spare time should contact the Education Officer.

—F. S. NELSON

16 HANGAR

A tartan made expressly for, and influenced by Manitoba, has been designed by the wife of Cpl. Don Green. This tartan has been presented to Mayor Juba of Winnipeg, who is also an M.L.A., and he has ordered several more.

Ann Green hopes to have the

yellow, white, black and red tartan accepted as the official tartan of Manitoba.

Accepting their releases this month are two fellows from Mitchell Repair. LAC Sinclair is going home to "Nuffy," after a short stay with an uncle in Toronto. He plans to finish an automechanic's apprenticeship in St. Johns, Newfoundland. LAC Lee's home is McAuley, Manitoba, but he's going to return to Winnipeg for a career with the City Police Dept. Some of us may see him again—too soon!

Some allied trade faces on the Duty Crew should make repair sections pleased and thankful.

Typhoid fever had WO2 Watchman (from the Comm. Section) in Deer Lodge for a spell but he's back at work again. From a layman's point of view it would appear that he was immune to the T.A.B.T. shots given to prevent typhoid.

LAC St. George is home on sick leave after his recent release from hospital.

Assisting Reserve Units out west and also in the east, are two Comm. people on TD. F/O Gartner has gone to aid in setting up a University Reserve Training Plan at Clinton, Ontario, while LAC Gordon

Chouninki will soon leave for Calgary to assist in the setting up of a Reserve Tele-Comm. Maintenance unit there.

On training with the USAF at Keepsler, U.S.A. are LAC Williams and F/S Johnson. They will be studying GCA.

The stork has been kept busy lately and has more orders coming through every day from what I can gather. So far he has delivered—a boy (9 lbs. 10 oz.) to Sgt. Inglehart—a boy (7 lbs. 1 oz.) to LAC Cairney, and a boy to Cpl. Vaugh. LAC Acron has a new girl.

After seven years in Winnipeg and vicinity LAC Diehl is away to Greenwood on a posting. Ben Groulx has been posted to Trenton after 4½ years in Winnipeg.

Bound for Borden are Cpl. Borden, as an instructor, and Sgt. McQuaid on the SSTS course.

Other postings are for Will Berge, going to Portage and Sgt. Donaldson to Clinton. F/S Johnson will go to Clinton as an Instructor.

A couple of new riggers are Cpl. Rankin, from the old site, and LAC Sanford from Stn. Greenwood (103 SR), welcome fellows.

The Comm. Section is expecting F/C Cooper in on summer Contact training.

The Auto Club is publishing a newsletter for all those not familiar with the club, shortly. Keep your eyes peeled for this, auto fans.

—Bob Kayes.

NO. 10 HANGAR

Well, here she comes, boys—spring is on the way and with it comes the wee odd jobs, such as repainting the hangar and shining up all the kites. We'll also be getting re-acquainted with our friends, the mosquitoes, and smiling at the thought of C.O.'s Parades every week.

A word to anyone aspiring to enter our domain. Be prepared for a friendly welcome from all our staff. Yes, chaps, we have what we all know as the best hangar² on the line and intend keeping it so.

One of our boys, LAC McKinnon,

(Continued on page 27)

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SPORTS

(Continued from page 25)



Cpl. Askett

Instructor Moe Gillman teaching Christine Buck how to pull a bow.

Recreational shooting is growing in popularity at Station Winnipeg. The RCAF offers a number of proficiency badges for reaching various standards graduating with the "gold bullet," a mark that requires targets scoring 97 out of a possible 100. With the facilities of an indoor range now in operation on the station, any personnel, male or female, novice or expert, has the opportunity of casual recreational shooting if they wish, or participation in advanced competitive team



B. D. Rollie

F/O Hall, president, and LAC McRory, team captain, examine a close shot.

matches. The achievement of the station rifle team is evident from the 1956 harvest of silverware displayed in the headquarter's trophy cabinet.



B. D. Rollie

F/O Hall presenting a silver spoon to Cpl. Bateman, on award for shooting a "possible," i.e. 100 x 100.

Can the "expert" rifle shot win in competition? Fireside chatter has been largely responsible for developing the "expert" shot and then largely in terms of game shooting and casual recreational shooting, but the "expert" shot may have difficulty in placing near the top of the list in local, provincial or national matches. Perhaps one of the most important differences in making comparison with a national contender is the latter's willingness to train and his past training habits. He analyzes his scores, studies the reasons for a poor shot on the target and whether it be position, holding, breathing, trigger squeeze, or sight alignment he endeavors to benefit and learn a new lesson from each error made.

Members of the station rifle association are encouraged to achieve the "impossible," a score of 100 x 100, shooting under competitive regulations. In recognition of this feat a sterling silver spoon is awarded for each target qualify-

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ing. Cpl. Bateman, in the photo, is shown receiving such an award from F/O Hall, president of the Association.

As the indoor season is rapidly coming to a close the local supporters are appealing to anyone interested in shooting the .303 rifle and aspiring to attaining a place on the local team from competitions in local, provincial, inter-provincial or dominion matches.



B. D. Rollie

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SECTION NEWS

(Continued from page 23)

was a patient at Deer Lodge Hospital and was missed by all of us.

Our Section Party was held March 8th. So wives were prepared for a night of fun, dancing and (c) high flying instructions.

A fond farewell to LAC's Eng-n, Little, and Leduc and a hearty welcome to LAC's Granger, Masson, Tardif, Casavant and Hardy, who seem to be settling down real fine.

—SCOTTY.

* Editor's Note: Anyone care to dispute this?

111 C&R FLIGHT

111 Communications and Rescue Flight operations have been extremely quiet since the commencement of the New Year—as it should be!

S/L Nickel's curling team are sweeping their way through to the bitter end in the 1956-57 playoffs. However, if they don't come through to win the pennant, they

will certainly have had a lot of fun.

New members welcomed into the flight since our last report in this column are F/O Gerry Gower from Fighter Wing in Europe and F/O Jim McCrossin, our new Radio Officer from AOS, Winnipeg. Our OC, S/L Nickel, is going to TACHQ on transfer in the latter part of April. It is with regret that we await his departure, and our best wishes will go with him in his new job and life in the Sunshine Province of Alberta. Replacing S/L Nickel as OC, 111 C&R Flight, is S/L H. J. Galen from Stn. Rockcliffe, where he is presently COpsO.

Our search and rescue Dakota aircraft is now equipped with a SARAH receiver. The other component in the system is a small, man-carried radar beacon. If lost or forced-landed personnel have one along and are able to use it, our one Dakota can search 33,000 square miles in approximately four hours. 300 search aircraft without this equipment would require eight hours to cover the same territory. Air tests have been carried out

with excellent results. The search aircraft homed dead over the transmitter on the ground. A station passage within 100 yards was registered on the receiver in the aircraft. Numerous bush pilots and persons working in the unsettled northlands are interested in this equipment as well as Service personnel, and when carried will greatly simplify and speed up rescue operations.

SGT. WARD GAMME.

FIRE HALL

From the Fire Hall we extend a big hearty welcome to some new members of our staff. Andy Anderson, who hails from Albernie, B.C. Andy came to us from 2 TTS, full of ambition and all the latest "gen." Oh, you can't beat those B.C. boys. Phil Phillips, a lad who is proud to call Winnipeg home. (We don't know why though.) Phil was at 4 FW before coming back home. He wants to give the home town girls a chance too. Welcome to the section, fellows, and may your stay here be a pleasant one.

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The rest of the gang are looking far into the future for spring and the fishing season. Be it ever so late or so short, it's still welcome.

House parties have been making up most of our social life lately, with a new and better one every week.

Don't forget: "Don't smoke in bed; your sleep may be a permanent one."

CPL. ZILMAN

FLYING WING CIRCUITS AND BUMPS

Events don't seem to happen as fast or as exciting around these parts as some people might be led to think. With some of the characters we have around, there should be lots of stories to tell. Characters we have galore, but the situations are not always of the kind that can be told publicly—at least not in this respectable magazine. We are reminded of the girl who said to the airman, "You don't need to tell all your friends about it."

However, a few notes recently jotted down are worth mentioning here. On Friday, March 8th, No. 10 HGR, held a party in the old Flight Cadets' Lounge, and it turned out to be a very successful do indeed. Refreshments of all kinds were in abundance, with dance music provided by Cpl. Deveau. A very good group of officers airmen and their wives attended and, from the noise and laughter, it is certain everyone had a grand time. It is to the credit of all who were there that, although a glorious time was had, conduct and behavior were above reproach. Special mention to F/O's Ernie Harris, Merv Hengen, Sgt. Buck, and their helpers for the organization.

Another party, this time staged by "B" Sqdn., was held in the Bamboo room of the Officers' Mess on Saturday, March 16th. A very successful get-together and an opportunity for the wives to meet and make appointments to exchange tales of woe, when their heroes are night or week-end flying.

The CFS Polecats (Trenton) left our unit after a two-week visit. They left in their wake the usual bouquets for a job well done and also a few red and tear-stained eyes on those of us who were reminded that we were no better than we thought we were. Following the gnashing of gums we resolved to get down to work and re-double our

efforts to improve our hero standing. We'll show them next time. Wait till next year. Where have we heard this battle-cry before? It's always a pleasure to see the CFS visiting party, as we have quite a few good friends among those people. Gives us an opportunity to catch up with the latest news on friends we have scattered across this and other continents.

As it's time to get back to work, we'll say so long and see you in the next edition.

F/L LARRY CORBEIL.

WIT

(Continued from page 17)

far as is permitted by the C.O. for better or for worse; for leave subject to change without notice, for earlier or later. And I promise thee a weekly letter when posted to far-away places.

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GRADUATION CLASS 5601 LR



LAC D. Parker

We regret to announce, that, on the eve of March 8th, there passed away one of the most notorious of Winnipeg's public bodies, 5601 LR—and we would draw your attention to its members.

(Any resemblance between these descriptions and people you have met depends almost solely on whether you knew them.)

The Hon' Nutty who drank so much, to forget the "hard Time" he was given, that even now, the breweries are putting up their prices.

The Moonlight Gambler whose "man

of the world" persistence at the tables made him second only to the more blatant economic sabotage of the late Johannes Crutin.

There was the KIWI bird, who baffled blondes with a broad accent; and the airforce with the great god Bull. But it was Brian who had the brains, nipping others' laurels in the bud and finding time for Judie's as well.

5601 also boasted two of the biggest spanners in the works—Des and Trav—what a team, with one hand they worked miracles with a broken down

old Ford, and with the other, virtually paralysed all aircraft they even looked at.

The Pied Piper of Hunter led us a merry dance, with such vigour that most people were hypnotized into almost liking the bagpipes. We believe that there will be no rest for the wicked, however, and he has handed his pipes down to someone else. (Cotton wool makes good ear-plugs.)

"The Rape of the Sabines," had nothing on 5601; from Ireland to Japan, from the Ukraine to North Main, they had conquerors for all races and creeds—Coal hole Roy; the Gaza Boy; Don, the society charmer, not to forget Jet Findlater, who had the snogging habits of an Empire builder.

Baron Nick da Mole, whose sabotage will go down in history, at least he pasted all the newspaper reports on his underpants—the list of his successful destructions included a 1957 Dodge taxi; and a chandelier at a Bacchanalian coke party, and several feet of those Sunday night films, when his compatriot in crime was Whacker Dodd, who has also handed over his job—so Sunday night beer profits should continue.

We were never quite sure what Ken was up to, but rumour had it that the mountain of gum he had collected was part of a plan to silence the analysts—or keep them stuck to their seats on check rides.

Ron was our guide and interpreter—showed us where to go and what to do, and in return we mastered English accent, also a love for British car—and he almost made like Winnipeg (anyway some of us were slow to leave).

Grandad Bill was such a one—almost forgot he lived anywhere else—his experience made him the master mind of the crew—although he was innocence itself—we always suspected he was a second "Macavity." (Ref. T. S. Eliot.)

Of the author, sufficient to say a man deserves the title of Bohemian when he wastes valuable drinking time talking about Shakespeare and prefers pinning up paper chains to pin-up girls.

—R. C.

In some people the coating of civilization is so thin that it comes off with a little alcohol.

* * *

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GRADUATION CLASS 5602 LR



LAC J. Smith

TOP—P/O F. P. G. Wagner, Nottingham, England. CENTRE—Course Director, F/O F. W. MacCauley. LEFT—Top to Bottom—F/C W. J. Fisher, Dundurn, Sask.; P/O A. B. Edgar, Glasgow, Scotland; F/C C. G. Tunc, Harrogate, England; P/O C. J. Grant, Woolwich, England; P/O J. Cumming, Hove, England; P/O J. Underwood, Cannock, England; P/O E. A. Harris, Birmingham, England. RIGHT—Top to Bottom—P/O J. A. H. Osborne, Nottingham, England; F/O B. G. Mayner, Hastings, England; P/O A. W. Houghton, London, England; P/O D. E. Sharpe, Leighton Buzzard, England; P/O D. J. B. Arnold, Romford, England; P/O J. U. M. Smith, Brixham, England; P/O R. G. Gaymer, Theydon Bois, England.

PERSONALITY

(Continued from page 21)

Playing sick, F/O Genno was transferred to the hospital at Angouleme. It was here that the FFI (French Underground) staged an attack and F/O Genno escaped in the confusion.

He was taken to a cellar in an old farmhouse, which was fitted up like an Officers' Mess, and was given a pint glass of cherry brandy.

Early one morning, a Dakota aircraft landed, dropped a load of equipment, and took forty prisoners back to England—Bob Genno amongst them.

After a short leave, F/O Genno returned to his squadron, where he received the DFC.

Again on the move to Scotland, Bob was employed in attacking enemy shipping in Norwegian fjords, was shot down again and interned in Sweden. He was repatriated to England at the close of the war and a short time later

was awarded the Croix-de-Guerre with Silver Star.

After the war, Bob Genno, now a civilian, was employed by BOAC on the Cairo, Lydda, West African route. Subsequently, First Officer Genno joined BEA and flew to most of the European countries, such as Norway, Sweden, Germany, France, Spain, Portugal. In all, he has been in approximately thirty foreign countries.

He has carried many famous personalities—among them, David Niven, Jane Russell, King Peter of Yugoslavia, Paulette Goddard, Danny Kaye, and King Saud of Saudi Arabia.

Now married, Bob has three children—Lindsay (10), Roberta (7), and Lisa (8 months).

He is a member of the Winnipeg Press Club, the Canadian Industrial Editors' Association, and the Gateway Toastmasters' Club. He is now employed with Bristol Aircraft (Western) Ltd. as a technical writer.

The best wishes of the unit in all your undertakings, Bob.

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GRADUATION CLASS 5603 AI



LAC D. Parker

F/L M. L. Boulton

Nickname: "Mel."
Usually Seen: Making excusal slips.
Favourite Expression: "You can't get a good idea from the drawings."
Ambition: To keep Bourchier on course.
Probable Destination: 440's reunion.
Pet Peeve: Swim periods.
Appearance: "Beat."

Nickname: Johnny "Sir."
Usually Seen: Working on a "chev."
Favourite Expression: "Lend me a fiver."
Ambition: Zilch.
Probable Destination: Nancy's.
Pet Peeve: Carrying a charge card.
Appearance: Hairy.

P/O J. F. Bourchier

Hometown: Rossland, B.C.

F/C J.A.D. Caron

Hometown: Trois Riveires, Duplessis Land.

Nickname: Ugh, Caronabo, J4D or Joe to F/O Dennis.
Usually Seen: Putting another hole in his belt.
Favourite Expression: "With this one hand I break your neck!"
Ambition: To civilize Winnipeg.
Probable Destination: C.A.S. of the Quebec air force.
Pet Peeve: Lugging telephone poles.
Appearance: Well fed.

F/C R. B. Adams

Hometown: Salmo, B.C.
Nickname: Grizzly.
Usually Seen: In the pit.
Favourite Expression: "O'Keefe's and tomato juice."
Ambition: To get out of Manitoba.
Probable Destination: Big "A."
Pet Peeve: Size of Crawford's paunch.
Appearance: With a ducktail.

F/O J. T. Bain

Hometown: Montreal, Quebec.
Nickname: Brownie.
Usually Seen: With C.D.
Favourite Expression: "Just goes to show I can be wrong."
Ambition: C.A.S.
Probable Destination: Civilian.
Pet Peeve: Adams.
Appearance: Keen.

F/C A. H. Crawford

Hometown: Saint John, N.B.
Nickname: "Censored."
Usually Seen: With a honk bag.
Favourite Expression: "Kip, kip, kip, kip, kip, kippers."
Ambition: Mr. Universe.
Probable Destination: O/C O/T Kipper Kollege.
Pet Peeve: Kippers and Lofty.
Appearance: Swollen.

F/C G. M. Davis

Hometown: Calgary, Alberta.
Nickname: "Gmo."
Usually Seen: Going for a walk.
Favourite Expression: "Who's going to the snack bar?"
Ambition: Collect the loot from Adams.
Probable Destination: Lincoln Park.
Pet Peeve: Course leader's privileges.
Appearance: Only when not standing sideways.

F/C R. G. Panian

Hometown: Makwa-Siagin (Loon Lake), Sask.
Nickname: "Tex."
Usually Seen: Under the bar.
Favourite Expression: "Censored" (All of them.)
Ambition: To own 51% of O'Keefe's stock.
Probable Destination: The bar.
Pet Peeve: Having picture in bar.
Appearance: Large.

F/C R. J. Swanston

Hometown: Vancouver.
Nickname: "Sleepy."
Usually Seen: Looking puzzled.
Favourite Expression: "Left them in my locker."
Ambition: To get rid of Val.
Probable Destination: O/C O/T A.O.S.
Pet Peeve: Bonski with the Norskies.
Appearance: Unconscious.

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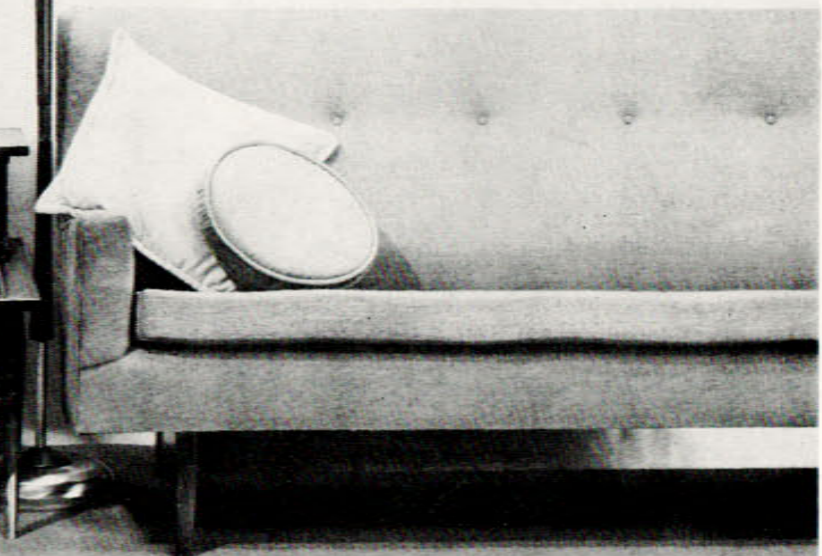
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