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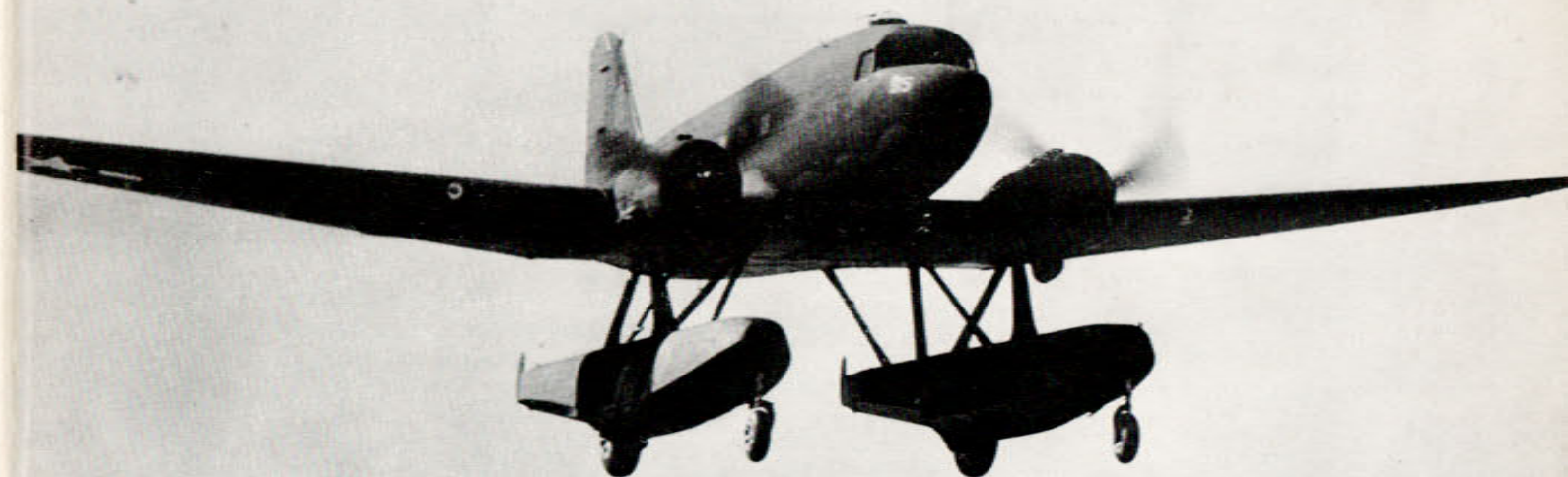
OCTOBER, 1957

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Vol. 6 No. 8



*An Airforce Newsmagazine*



## SAGA OF THE DC-3





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Canadian Pacific Airlines to introduce world's biggest, fastest, quietest airliner to transpolar and intercontinental air routes early next year

The Bristol Britannia, the world's biggest, fastest and quietest airliner is coming into service on all major Canadian Pacific air routes early next year. These magnificent new aircraft will bring new standards of speed and luxury to Canadian Pacific passengers, flying over the North Pole on European routes, to and from South America and across the Pacific to Tokyo and Sydney.

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Two Britannia derivatives now building in Canada will also give a new look to the Royal Canadian Air Force. These are the long range maritime reconnaissance CL28 Argus and the military transport CL44, both being built by Canadair Ltd.

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AN AIRFORCE NEWSMAGAZINE

VOLUME 6, NO. 8

OCTOBER, 1957

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Training Observers at . . .

## 2 AIR OBSERVER SCHOOL

By F/O M. A. HARVEY

Photos by LAC D. Parker



Briefing—An important phase of every trip. Instructor F/O D. J. Cooper goes over the details of a flight with F/C's H. E. Houser and G. L. McPhee.

*How shall we train our men?  
Train them to chart a course  
through storm,  
To keep in contact with the base,  
To wing the aircraft to the kill,  
Train them to guide by stars,  
To map the winds,  
To sweep and search, detect,  
And strike the blow.  
How shall we train our Men?*

### 2 AIR OBSERVER SCHOOL

Air navigation has been defined as the art and science of directing an aircraft from one place to another place and being able to determine its exact position at any time. It is of prime importance that the training for this exacting task be of the highest calibre. That is where 2 AOS first came into the picture.

Canada's only basic observer training school—No 2 Air Observer School, is located at Station Winnipeg. NATO trainees and commissioned RCAF trainees form part of

the school's intake, but the majority are RCAF Flight Cadets and come from Primary Flying Training School (PFTS) at Station Cen-



F/C's C. D. Fowler, N. H. Seiffert, and J. E. G. Robert take sun shots, using the Mk 9A sextant at basic school.

tralia. Formed in 1951 at Station Winnipeg 2AOS originally trained only navigators specialized in long range navigation. In the spring of 1955 the 3-pronged system came into being. This provided for the specialization of the observer branch into its three present components: Air Observer (Long Range), Air Observer (Radio), and Air Observer (Airborne Interception). The school is physically located in the Ground Instruction School (GIS) building, where basic school and long range are taught. The Radio school is located in building two and the AI school in the Quonset Huts on Stn. Winnipeg.

### BASIC SCHOOL

The fledgling navigator enters 2AOS to begin a twenty-week course at Basic School. Here, with approximately twenty-five on his course, he studies Electronics, Dead Reckoning (DR) Navigation Procedures, aircraft instruments such as Driftmeters and various types

of compasses, and meteorology. He spends three hours in a small planetarium, learning to recognize various key constellations projected on the hemispherical dome. He continues basic officer training in such subjects as Administration, Drill, Dress and Deportment. During the last week of the course he is selected for one of the three specialties in which he will continue his training. He then proceeds to one of the applied schools specializing in long range, radio or airborne interception.

### APPLIED LONG RANGE NAVIGATION SCHOOL

The Long Range Navigation School trains officers qualified to provide long distance navigation information to ensure the safe arrival of their flight at its destination. The twenty-three week course consists largely of advanced studies in DR Navigation, Practice Plots on the ground, use of such modern navigation units as Loran, Gee, and Consul in obtaining "fixes" or accurate position plots. Radio and radar continue as important features of their studies. Flight Planning is practiced and the student makes about twenty-five flights of approximately four and one-half hours each.

Upon graduation, RCAF navigators go on to Summerside or Trenton to Operational Training Units (OTU's). From there they are posted to Squadrons in Maritime or Transport commands or attached to communications and Rescue Flights.

### THE APPLIED RADIO SCHOOL

Every six weeks a new course of approximately twelve students arrives at Applied Radio School from Basic School. For the duration of their twenty-five weeks' course students study communications, radio, radar, signals procedures and Morse. They practice the coordinating of individual skills in the synthetic trainer and go on to airborne operating practice. After graduation the Obs (Rad) is posted to an OTU and eventually the radio officer may end up flying in Neptune or Argus aircraft in Maritime Air Command or in North Stars, C119's or C47's in Transport command. Some may go to Comox



F/C G. L. McPhee, student of the Long Range School, uses the APS 33 airborne radar on a training flight.

Lower: F/C E. W. Murray, shown at the Radio School, loads the transmitter on the 287 installation.

where some of the last of the Lancasters are still in operational use. Further specialization such as in Radar or Electronic Counter Measures (ECM) follow in the course of training.

### APPLIED AIRBORNE INTERCEPTION SCHOOL

The purpose of the AI School is

to train students to operate the radar in the back seat of the CF-100, Canada's standard all-weather day-and-night fighter for Air Defence Command (ADC) Squadrons and 1 Air Division. At applied AI School a course of about twelve students enters beginning a seven-teen-week course, nine weeks of





Upper: F/C L. K. Stewart, of the Airborne Interception School, checks oxygen equipment prior to going airborne in the B25 Mitchell.

Lower: Flight line of Flying Wing shows some of the Expeditors and Dakotas which are used in its operation.

which consists of ground school where Intercept Techniques and Fighter Navigation are taught and eight weeks of which are devoted to flying. The flying has been mainly in B25 Mitchells and is supplemented by work with the synthetic trainer which duplicates conditions under which Visual Interception Passes (VIP) are made. Fifteen and twenty air exercises are held as well as two check rides.

Graduating students proceed to 3 All Weather (OTU) at Cold Lake where they team up with the pilot to form a CF-100 crew. Training is

completed in Gunnery and Rocket practice during their conversion to the new aircraft.

Thirty percent of the students in the school consists of Squadron Leaders and Flight Lieutenants who have had previous navigation or radio training and are being cross-trained to AI duties.

#### NATO

Approximately one thousand NATO trainees have gone through 2 AOS. They have come from the U.K., France, Italy, Norway, Denmark, Turkey, Belgium, The Netherlands, and Portugal to receive

training as observers. Canada's NATO air command commitment has been well supported by 2 AOS.

#### FLYING WING

The HQ of the Flying Wing is located in No. 10 Hangar on S. Winnipeg. The purpose of Flying Wing is to provide qualified pilots in order that the flying programme as required by AOS can be carried out. Among its 100 aircraft will be found Mitchells, Dakotas and Expeditors. On the average, 5,000 flying hours per month are logged. It is the largest organization of its type in Canada. In addition to carrying out the flying requirements of 2 AOS, a certain necessary amount of continuation training is carried on in order that flying standards be maintained. Without their services, none of the practical in-flight training of navigators would be possible.

Over the doorway of one of the AOS entrances is written:

"Flying in itself is not inherently dangerous; but to even greater extent than the sea, it unremittingly unforgiving of carelessness."

With this in mind, 2 AOS turns out navigators whose training is second to none in preparing them for the duties of their profession.

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Invincible DC-3, rammed by a Jap Zero, made it back to base with its rudder gone . . . the Zero crashed.

## THE SAGA OF THE DC3

By JOSEPH STOCKER

Reprinted with the kind permission of the Editor of Popular Mechanics Magazine.

They called the airplane "Whistling Willie, the Flying Sieve." It happened in China during World War II when Jap strafers caught a DC-3 on the ground and riddled it with machine-gun fire. Coolies patched up about 1000 holes with pieces of canvas.

Then it took off for India with 61 refugees aboard, a plane that was intended—under normal circumstances—to carry 21 passengers and a crew of three.

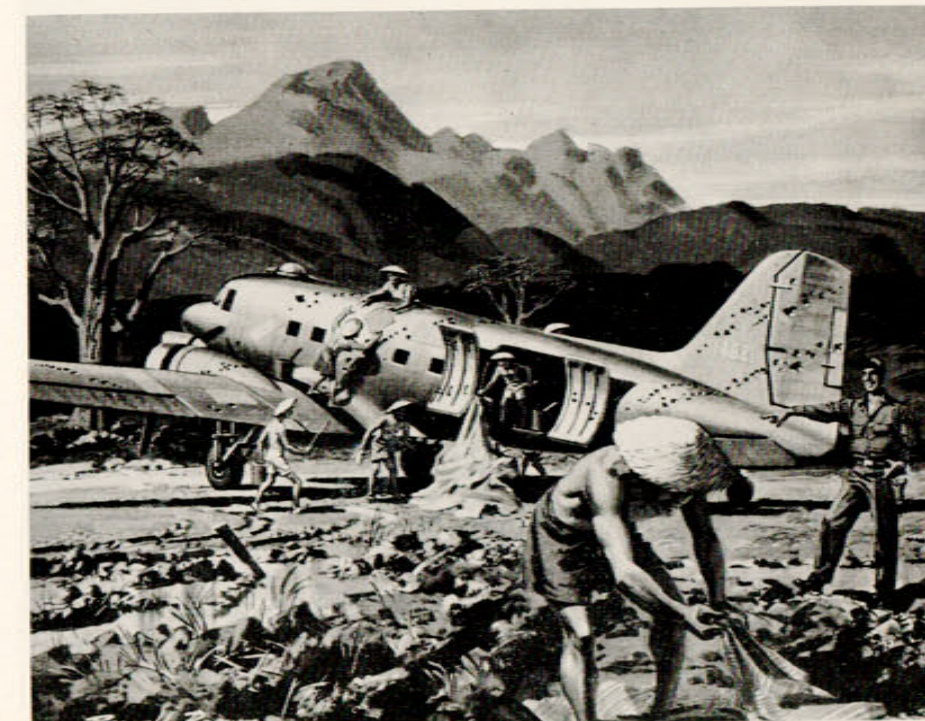
En route the plane ran into a tropical storm. Rain loosened the canvas patches and wind passing over the holes caused a variety of shrill whistles which increased until the ship sounded like a thousand screaming banshees.

For two hours the intrepid airplane lumbered through hostile skies. Finally it landed. As its weary pilot swung to the ground, an Army major on the base came up to him and growled, "Why did you bother to radio ahead? We

could hear you 50 miles away!"

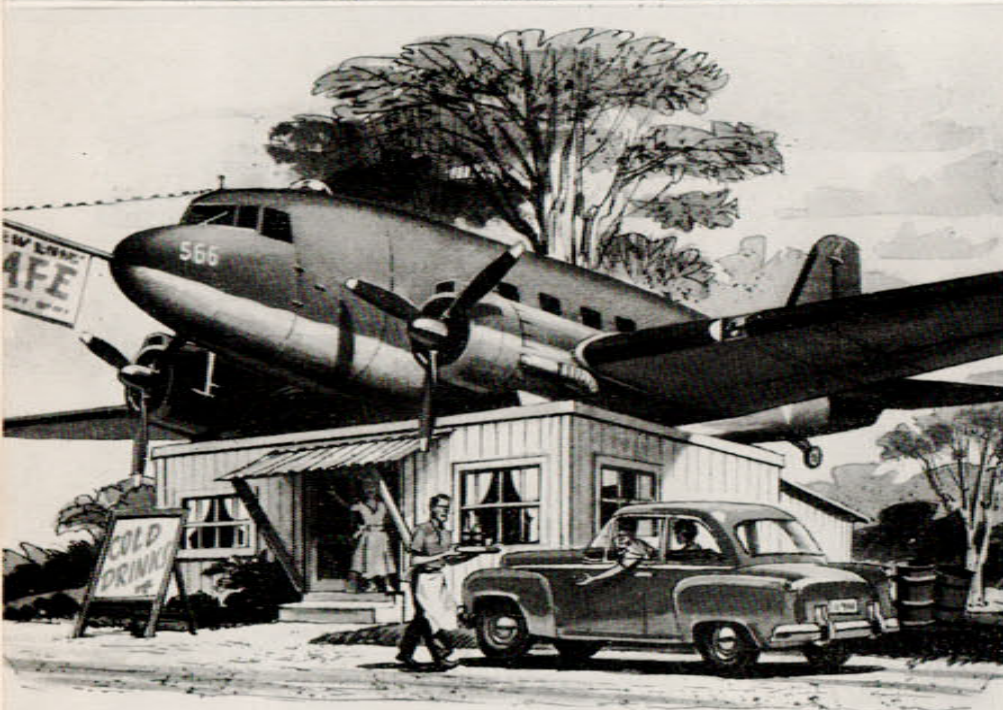
To old-time pilots familiar with the DC-3 and its Herculean capa-

bilities, this incident probably won't seem unusual. They've long since regarded the "gooney bird,"



Coolies patch 1,000 holes in the DC-3, but what happened to it in a storm shouldn't happen to a sieve.





one of their affectionate nicknames for the DC-3, as the world's toughest, longest-lived and most unconquerable airplane—an airplane that refuses to die.

It was in 1936—more than two decades ago—that the DC-3 was born. As the most efficient and economical transport produced up to that time, it revolutionized air travel.

Then came the Martins, Convoirs, D.C.-4s, 6s and 7s, the "Connies" and "Super Connies," the "Stratocruisers" and the Viscount jet-props and, more recently, the first of the jet transports. By all the rules of a fast-moving business, the DC-3 should have been obsolete and gone from the skies long ago. After all, how many 1936-model automobiles are still operating today?

But the old gooney bird isn't about to vanish. Of the 10,962 DC-3s manufactured by the Douglas Aircraft Co., some 4500 are still flying throughout the world. Thirty-four scheduled airlines in the U.S. and 113 foreign airlines are still using them. Additional hundreds are in use by non-scheduled carriers, private operators and the military of many nations. In both hemispheres, over countries civilized and not-so-civilized, gooney birds fly every day, carrying cargoes that range from coal to cattle and fish to flowers, not to mention, of course, people. And in Russia, where just about everything is claimed to have been invented, the plane most generally used for commercial travel is the Ilyushin LI-2, the Soviet version of the DC-3.

#### Accomplishments Immortalized

However, it's right here in the gooney bird's own native country that its accomplishments have become immortalized in aviation history. During World War II, despite the fact that it was already out-

**TOP**  
Air Force DC-3's dropped thousands of paratroops, tons of supplies on every front in World War II.

**CENTRE**  
For 12 years a war surplus gooney bird served as the roof of a restaurant, and then it flew again.

**BOTTOM**  
Crash-landed DC-3 is salvaged with the help of New Guinea natives, who dragged it out of heavy jungle.

**COVER**  
Gooney birds have been everywhere, done everything—they were even made amphibious with wheels attached to the pontoons.

dated, it proved to be both a hero and an almost indestructible workhorse. Even in the first desperate days of Korea, it flew tons of supplies to enable a thin line of defenders to check the unexpected Communist thrust. And during the next years it carried America into the Air Age, spawned the cut-rate aircoach and airfreight era and gave more people their first ride in an airplane than anything else on wings.

Indestructible? Well, consider the DC-3 airliner over Arizona that was caught in a violent downdraft. More than 10 feet of its 95-foot wingspan was sheared off in flight when it struck the ground. But the pilot brought his storm-buffed plane and passengers in for a safe landing.

It seems that other extreme weather conditions can't keep this airplane from flying, either. The Air Force abandoned one on a high glacier in Iceland when huge snow drifts almost swallowed it up. But some young Icelanders, operators of a small airline, bought it as salvage for \$1600. The next spring they found that the snow, as it piled and froze, had shrunk away from the DC-3, leaving it as well-preserved as if it had been "moth-balled." So they simply tracted a runway across the snow, climbed aboard, started and warmed the engines and took off. As far as the Air Force knows, that bird is still flying.

Then there was the gooney bird in Burma that was rammed at treetop altitude by a pursuing Jap Zero. The Zero crashed, but the DC-3, with almost all of its rudder chewed away, flew on to its base. And it emerged from the war as the only transport plane officially credited with downing an enemy fighter!

#### DC-3 Restaurant Roof

Another DC-3 was used by a South African roadside restaurant owner who bought it as war surplus to serve as a roof for his building. It perched there for 12 years until an enterprising firm bought it, restored it and as far as is known it's still flying today.

Still, an airplane can't last forever—or so it seemed to the U.S. government's Civil Aeronautics

Board. Hence, shortly after World War II, the CAB set a deadline when the DC-3 would not be certificated for airline use. Somehow, though, the gooney bird persisted in flying, and safely so. Three times the CAB extended its deadline. Finally, in 1951, it washed its hands of the whole troublesome business by decreeing that the plane could continue in service "indefinitely." And, as if to confirm its judgment, the Air Force shortly afterward gave Douglas an Exceptional Service Award, proclaiming the DC-3 as "the best single airplane ever built."

The gooney bird, or "Dizzy Three," as it's sometimes called, had its origin in a letter. It was a brief, two-paragraph note written in 1932 by Jack Frye, then vice-president of Transcontinental and Western Airlines, to Donald Douglas in Santa Monica, Calif. Would Douglas be interested in designing an air transport capable of carrying 12 passengers? Although occupied mainly with military airplanes, he decided to give it a whirl, resulting in the DC-1 (the letters stood for Douglas Commercial).

The DC-1 was a success. It flew from Winslow, Ariz., to Albu-

querque, N. Mex., on one engine and broke 19 world's records. But only a single prototype was built. Even while it was being tested, Douglas went to work refining and enlarging it, and the result was the DC-2, a 14-passenger ship.

It, too, was a success. Don Douglas built 138 of them and might have kept right on building them except American Airlines thought he could do even better. What they wanted was a larger and more luxurious airliner.

Thus was born the DC-3, a 21-seater. "That figure 21," says a Douglas official, "was one of the happiest, luckiest figures we ever hit on."

Powered by two 900-horsepower Wright Cyclone engines, the plane was safer and easier to fly than any other transport then in existence, and its pay load was one third greater. It cruised at 185 miles per hour and could clip off 210 in a pinch. Where other transports had to fly through storms, the DC-3 could fly over them. It had two separate sets of instruments in the cockpit, each independent of the other in case one failed. And, best of all, it had "George," the brand-



Snow almost engulfed an abandoned Air Force DC-3, but some young Icelanders waited for the right moment and flew it out.



new automatic pilot developed by the Sperry Gyroscope Co.

An eccentricity of the gooney bird, however, disturbed the pilots. The plane's wings had a slight but clearly visible tendency to flap while in flight. Accordingly, the pilots gave it another nickname, the "Flying Vagrant" (no means of support).

But their apprehension was soon relieved when they learned that the Douglas engineers had built this into the plane to relieve structural wing tension. In fact, one of the early DC-3s was flown into what appeared to be an innocent accumulation of clouds. But inside was a freak downdraft so severe that passenger seats tore bolts from the floor. Yet the plane made it and afterwards no structural defects could be found.

This wing tension feature proved to be a major reason for the plane's extraordinary durability.

Eccentric or not, the DC-3 was an immediate success. Airline after airline, here and overseas, converted to it—and just in time, too. For the wolf was clawing at the collective door of commercial aviation. Transports then in use were slow, uneconomical and unreliable. Timetables were a joke. And crashes frightened the public away from flying.

But thanks to the DC-3, public confidence soared, and so did the airlines' profits.

Don Douglas originally thought he would produce only 50 gooney birds. Then, when airline presidents began lining up at his office door, he revised his estimate and calculated that he might be able to sell 500. He doubted then if the market would absorb much more.

But he didn't figure on a second world war.

When it broke out, the Allies desperately needed air transports. Manufacturers were already making four-engine planes, but they weren't far enough along yet. The DC-3, on the other hand, was in business. Its "bugs" had long since been ironed out. And so orders poured in at Douglas, and DC-3s poured off the assembly lines, hastily donned their wartime coats of olive drab and flew off to the war.

Dressed in this uniform, with its familiar "bucket" seats the DC-3 was known variously as the "Three," "Old Fatso," the "Doug,"

the C-47 (Air Force version), R4D (Navy) and the Dakota (British). Years later a well-known general named Eisenhower called it something else. He said it had been one of the most valuable weapons of the war.

It was truly that. It hauled men and supplies to every battle front and brought back litters of wounded. It re-opened the life line into China by hurdling the Hump in some of the worst weather on the face of the globe. It dumped paratroopers behind enemy lines and pulled gliders full of troops. It was shot at and shot up, and still it flew.

One gooney bird set some kind of a record by taking off from Burma with 74 people aboard, including Jimmy Doolittle, on his way home after bombing Tokyo. The ship had been airborne just a few minutes when Doolittle poked his head into the cockpit. "If I'd known you were crazy enough to try to fly this thing with this many people aboard," he said, "I'd have walked home."

#### DC-2½ Flies

But perhaps the most valiant gooney bird of all was one belonging to the China National Aviation Corps. Jap bombers spotted it on the ground and blasted a wing off. The pilot radioed Hong Kong and requested a new one. But Hong Kong had only a DC-2 wing—10 feet shorter and designed to carry a load several thousand pounds less than a DC-3 wing. "Okay," said the pilot, "bring that."

The wing arrived and was attached to the DC-3. The plane looked weirdly lopsided, but when

its pilot leaned forward on the throttles, it took off and flew like a charm.

What did they call it? Why the DC-2½, of course!

The exigencies of wartime forced fliers to do quite a number of things with the gooney bird that would have given Douglas engineers the willies if they'd known. The ship had been designed, for instance, to carry a maximum load of 25,000 pounds. But pilots couldn't always afford this luxury. For example, when 27 DC-3s crossed the South Atlantic in 1942, bound for the Hump in history's first mass ocean flight, they lurched off the runway with 35,000 pounds each.

On at least one occasion the gooney bird was used as a bomber. Some Air Force pilots, tired of being sitting ducks for Japanese anti-aircraft fire over the Hump, loaded up one night with old carbide and gasoline drums, plus a few fortifying fingers of alcoholic "jungle juice." Then they flew over a Jap airfield in Burma, unloaded their homemade bombs, fired Tommy guns and carbines through the cockpit windows and flew merrily home. They were courtmartialed for unauthorized use of government equipment and really didn't care.

When the war ended, four-engine airplanes were the vogue. Douglas produced its last DC-3 in 1946 for a Brazilian airline, and figured that was about the end of the old gooney bird.

But they figured wrong again. For, instead of going to the junk heaps, war-surplus DC-3s were snatched up by the thousands, at

bargain prices, and put back into operation. Feeder lines bought many of them and opened up rural America to air travel. They've been in operation ever since.

This is explained to some extent by the fact that the gooney bird can get into and out of short landing strips. And these predominate in many remote parts of the world, especially South America, Asia and Africa. Thus, the DC-3 is—and, for a long time will continue to be—the backbone of air travel in those regions. As one pilot put it: "Millions of people in South America were familiar with the DC-3 before they ever saw an automobile. Two thirds of the people in Central America have had their traveling eyeteeth cut on the DC-3, but have never ridden on a train or seen one."

Every now and then there's talk of some new twin-engine transport which, it is confidently said, will supplant the DC-3. But so far it hasn't been replaced.

The reason is partly its stubborn sturdiness. "You can wreck one," said a pilot, "but you can't wear it out." Yet the reason is also economic. Most of the Threes now in use were picked up as surplus, for

a few thousand dollars, and have been written off the books as fully depreciated. Replacements are expensive. The average operator isn't going to spend big money on new ships and sweep his DC-3s out of their hangars so long as he can keep 'em flying.

Meanwhile, Douglas has compiled some interesting statistics on them. They've flown, as nearly as can be estimated, about 87 billion passenger miles and some 75 million hours. They've carried 400 million commercial passengers, or approximately the population of India. These figures do not include military operations. And DC-3s still comprise about 35 percent of the world's air-transport fleet and do all types of other jobs, from radar-testing to pest-control forest-spraying.

#### Typical Old-Timer

Recently Douglas checked up on a typical old-timer among the gooney birds belonging to a mid-western feeder line. It found the plane had piled up more than 50,000 hours and 7½ million miles. This becomes all the more remarkable when one considers that an automobile which has traveled 150,000 miles is looked upon as a

mechanical Methuselah.

When will the DC-3 finally disappear? Experts at Douglas and fliers generally, having predicted before and felt foolish afterward, are no longer willing to make a prediction, except possibly this one: The DC-3, they say, probably will still be aloft long after many of the pilots and passengers now flying in it are dead and gone.

Already it has spanned almost half the history of flight itself. And this fact alone occasions a nostalgic feeling among most fliers and many passengers—a feeling that is illustrated by a recent occurrence.

A military DC-3 landed at a Chicago airport and taxied to its parking place. The pilot flipped off his switches. Then, instead of climbing out of his seat, he just sat, staring dreamily out a side window.

"Well," said the co-pilot, "are we going to get out of the airplane or aren't we?"

The pilot didn't answer. Instead he pointed to a nearby fence.

"See that spot?" he said. "That's where I saw my first DC-3. I was just a kid then, and did that plane look big. Well, here I am flying one. I feel as though I've lived a whole lifetime since that day."

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LAC Don Parker

*Personality*

F/O

F. M. BAILY

The job of adjutant of a bustling outfit like Flying Wing calls for someone with a wealth of Service experience and a rock-like composure. F/O Frank Baily is well endowed with both. His experience ranges over 17 years of RCAF service and he has the philosophical calm of a man who, on one occasion, was forced to burn five-dollar bills in the interests of survival.

Born in Montreal forty-two years ago, Frank was raised in Vancouver, B.C., where he was educated at the General Gordon School, and Kitsilano High School. He enlisted in the RCAF in January, 1940.

A discip by trade, Frank spent most of his wartime service in the continental Northwest—from B.C. to Alaska. When the war ended, he could count among his experiences a forced landing, a crash and a decoration. The crash took place when he was stationed in Alaska. For his part in the subsequent rescue operations, he received the George Medal. Frank was not very helpful in describing the episode and Voxair's research staff was pressed into service to unearth the

details. Among the items turned up was a set of DRO's for April 15th, 1943, "issued by S/L R. A. Ashman, C.O. RCAF Station Annette Island Landing Field, Alaska." . . . Under the number and name of R54730, Flight Sergeant F. M. Baily, we found the citation . . . "for devotion to duty and courage of the highest order when the aircraft in which he was passenger crashed into a remote section of Alaska. F/S Baily took part in initial rescue work and in subsequent care of the injured, saving the lives of the other four survivors . . ."

Another item was a clipping from a 1943 Vancouver newspaper. This provided more details. After the aircraft with its crew of seven had crashed into a glacier-covered mountain side, F/S Baily administered first aid. One crew member had been killed. Two were critically injured. The first attempt by two crew members to walk out ended when one drowned attempting to cross a river and the other became lost in the wilderness. He was located after Frank and his

companions had lit signal fires, using five-dollar bills as kindling. Expensive but effective, the fires re-united the party. F/S Baily then led the party through the bush for a rugged eight days on meagre supplies. On the morning of the ninth day they were sighted by a U.S. Army aircraft, after which rescue followed quickly. Baily and his companions, though exhausted by their trek, led the search back for the two wounded survivors. They were successfully brought back to hospital.

The other incident, the forced landing, was dismissed by Frank as "nothing much" and no details are available.

In 1946, Frank was transferred to RCAF Station, Mountain View, Ontario. Between '46 and '50 he was engaged in the sometimes monumental task of instilling in new recruits a respect for Service discipline and Drill. Manning Depot at that time had a neurotic habit of shifting from one location to another every two years or so. Frank shifted with it, from Trenton, Aylmer, to Saint John's, its final resting place.

In 1950, he was commissioned in the Personnel Administration Branch. With his background in disciplinary work at No. 2 M.D., it is not surprising that he found himself in a closely-related occupation—Course Control Officer, at London's Officer Candidate School. Later he became Director of Military Training/2 at the same unit.

Next came Penhold, Alberta, just being reopened. As one of the advance party, he pioneered the station before being transferred to Camp Borden, Ont. From Borden, he came to Winnipeg and found himself Maintenance Personnel Officer for one year. He was then transferred to the AOS as Drill Officer. It was here that he finally broke lose from the Parade Square aspects of Service life. According to him this was all to the good.

When asked to name a pet aversion, he replied without the slightest hesitance: "Parades" . . . which just goes to show you that even an ex-discip can have enough of a good thing.



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# A BOYD'S EYE VIEW OF CLOTHING STORES

By SGT. J. BOYD

The problems that confront the individual that has inadvertently obtained an item at a sale which he discovers, much to his consternation, does not suit him are I am sure well known to everyone.

The frustrations experienced when trying to explain to some stonefaced individual in the "Complaint Department," why an exchange or credit or if possible a refund, should, and must be obtained are the fact from which many a cartoonist lampoons the department store chain of command.

It is a foregone conclusion that the individual harried by customer complaints, queries and such like impertinence should have a manner similar to that of a beneficent father bestowing gifts on his children and the recipient should be appreciative even if he doesn't want the darn thing. This leads us to a topic near and dear to the heart of the poor unfortunate who wears size forty-two shorts on a twenty-nine inch frame.

One conceives the idea that the prime requisite of every stores man is his ability to say "No" with well rounded and articulate pronunciation, however it is soon discovered that compromise is the essence of good salesmanship and the average person trying to obtain a few items to keep him from becoming positively indecent may succumb to the artful advances of a well trained clothing purveyor.

A few words of advice to the uninitiated attempting a reconnaissance on that sanctom sanctorum of woven goods and mothballs, never stand against an upright roof support at the precise moment of measurement for a uniform or that skimpy thirty-two inch chest may have miraculously expanded to the astounding and

utterly fantastic proportions of a fifty-five.

Matching summer trousers or jacket has always been a problem of major concern, however one can get around this obstacle by a fairly simple dodge, never accept a jacket made in Montreal accompanied by pants from Outremont. It is impossible to match same, nevertheless a jacket from Bagdad will invariably become a companion to the pants produced in Bangkok, seems there is some system of alphabetical coding used.

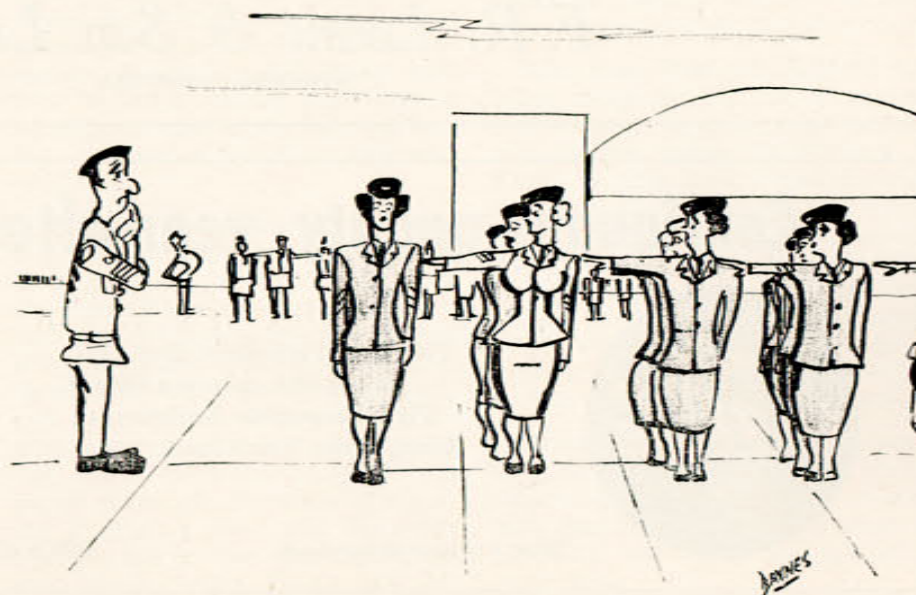
A numerical system is in force that is for the convenience of the individual wishing to obtain clothing but don't let it throw you. Goldberg's Garment Works size one would fit the diminutive type, whereas Hackensac's Hatchet Company, who also make uniforms, seem to think that size one is intended for the abnormally large individual—depends on which way they start their numbering I guess. The only safe policy to follow when

ordering by number is to specify the manufacturer and if perchance his contract has run out, bear with it you may get a close fit again.

It becomes apparent that the average airman as classified by the experts has a size eleven neck, is approximately fifteen to eighteen inches across the shoulders accompanied by a twenty-four inch chest, a thirty-eight inch waist and a leg length of thirty-four to thirty-seven inches—Somewhat pear-shaped, supported by stilt-like appendages.

The sixty-four dollar question slung at the hapless individual requesting clothing is "What size?" and that, my friend, could be countered with the same question "What size?" Does anybody know?

We are not ones who fail to give credit where credit is due and let us give to that stalwart soul who has the intestinal fortitude to reconnoiter clothing stores and Supply Accounts—"Clothing Credit" that is!



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INTRODUCING

# The Canadian Legion

ST. JAMES BRANCH No. 4



We feel deeply honoured that this Branch has been selected to be the first outside interest to be permitted to participate in your official Air Force publication for Station Winnipeg, the VOXAIR.

We will endeavour to provide interesting copy in the space you have so generously allotted. We congratulate you on your expansion and so obvious improvement of the magazine with each issue published. This branch has been pleased to subscribe to five yearly subscriptions, which we feel sure will be of interest to all members in our new reading and lounge rooms when completed. Our sincere congratulations on a job well done and our heartfelt thanks for the opportunity to contribute through this, our own Legion page.

We are very fortunate to have a great many of the personnel of RCAF Station Winnipeg as members of this branch and as many more as so desire will be welcome — Congratulations and thank you.

MR. T. BOURKE, Barrister

### OUR AIMS

Briefly outlined below are the objects, aims and constitution of the Legion.

Members of the Canadian Legion are all former Service members, both male

and female, loyal to the Crown and to the concepts that prompted our service to our country. Dedicated to the service of the Crown and our country, we offer assistance to all servicemen whether discharged, released or serving.

We welcome all assistance received, suggestions put forward, and especially belief in our existence by your paid up memberships. It is gratifying to realize that of our very large membership (the highest in the Manitoba and North-western Ontario Command) a great percentage are serving members of the RCAF from Station Winnipeg. We are pleased to welcome you.

MR. J. BECKETT

### DO YOU KNOW . . .

That as a member (serving) of the armed forces that you are entitled to benefits other than your Armed Forces Pension Act? Well you are — that is what we are here for — to assist you to know these extra benefits. That is what our constitution stands for. If there are any small problems outside of Service life on the consideration that you are contemplating returning to Civilian life, we are here to counsel and assist you in any way possible. The Legion Services have trained personnel or have access to the personnel who can assist you in whatever endeavour you may decide upon. Try us!

We are in constant contact with the various officers and counsellors of DVA—and remember, this is especially true for your wives and children. Should anything happen to the husband or father, the Legion stands prepared to render immediate assistance monetarily if an emergency measure is necessary and to then place the matter before the proper authorities to ensure that all action necessary, possible and within entitlement is taken.

It will be of interest to the Legion members of RCAF Station Winnipeg to note that our new addition to our building is rapidly nearing completion, and is expected to be in use by the end of October.

We would like to add a note of thanks to Group Captain Jacobsen your Commanding Officer, and especially F/I Gillis, the Station Services Officer, for the assistance given by supplying personnel for pall bearers and buglers at recent funerals of deceased members. This has been greatly appreciated and certainly has not been, nor will be, forgotten. A vote of thanks also to the actual personnel participating, as we understand they were all "volunteers."

# O'Keefe

## BULLETIN BOARD

### NOVEMBER, 1957, THEATRE SCHEDULE

TWO SHOWS EACH NIGHT, 1900 & 2100 HRS. SATURDAY MATINEE—1400 HRS.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1 For Whom The Bells Toll	2 Bowhani Junction
3 Will Success Spoil Rock Hunter	4 The Wrong Man	5 It's Always Fair Weather	6 Gun Glory	7 You Can't Run Away From It.	8 Men In War	9 Moby Dick
10 I'll Cry Tomorrow	11 Tribute To A Bad Man	12 The Great American Pastime	13 Abandon Ship	14 Tea And Sympathy	15 This Could Be The Night	16 The Last Hunt
17 The Prince And The Show Girl	18 The Bachelor Party	19 The DI	20 Julie	21 Sea Wife	22 Annie Get Your Gun	23 Band Of Angels
24 Teahouse Of The August Moon	25 The Ambassador's Daughter	26 The Swan	27 The Garment Jungle	28 The Joker Is Wild	29 Top Secret Affair	30 The Opposite Sex

### OFFICERS MESS

- 2 Nov.—Hallow'en Costume Ball.
- 8 Nov.—Sports Night—games at 2000 hrs.
- 9 Nov.—Bingo and Dance.
- 16 Nov.—Informal Dance.
- 17 Nov.—Candlelight Dinner.
- 23 Nov.—Informal Dance.
- 30 Nov.—Informal Dance.
- 1, 15, 22, 29 Nov.—Stag Nights
- 3, 10, 24 Nov.—Bring the ladies to dinner and show.



### SERGEANTS MESS

- 2 Nov.—Hallow'en Masquerade Ball
- 15 Nov.—Inter-Mess Competition (In Wpg.)
- 16 Nov.—Sadie Hawkins Dance—Hard Times
- 21 Nov.—Mess Meeting and Mug Party
- 30 Nov.—Grey Cup Day and Monte Carlo Night

### CORPORALS CLUB

- 2 Nov.—Hallow'en Dance
- 16 Nov.—Informal Dance
- 21 Nov.—General Mess Meeting
- 30 Nov.—Informal Dance

### AIRCREW TRAINEES MESS

- 2 Nov.—Hallow'en Costume Ball
- 9 Nov.—Informal Dance
- 15 Nov.—Wings Graduation Dance
- 21 Nov.—General Mess Meeting
- 30 Nov.—Informal Dance
- 3, 10, 17, 24 Nov.—Film Nights 2030 hrs.

### FACILITIES

<b>Dry Canteen</b> Mon. to Fri. 1000-2000 Saturday 1000-1600	<b>Press Shop</b> Mon. to Fri. 0900-1830 Sat. and Sun. Closed	<b>Protestant</b> Sunday Services: 1100 Sunday School 1000 (Sept. to June) Choir Practice 2000 (Every Thursday P.M.)
<b>Snack Bar</b> Mon. to Fri. 0900-2300 Saturday 0900-1700 Sunday 1000-2300	<b>Barber Shop</b> Mon. to Fri. 0900-1300 1400-1830 Sat. and Sun. Closed	<b>AUTO CLUB</b> Mon. to Fri. 1200-2200 Saturday 100-1800

### CHAPEL SERVICES

<b>Roman Catholic</b>	<b>Mass Daily</b> 1705
	<b>Sunday Mass</b> 0845-1000-1115
	<b>Choir Practice</b> 1930 (Every Monday P.M.)

### AMATEUR RADIO CLUB

Meets every second Wednesday of the month.

### RECREATION

Swimming Pool — 1330-1630 hrs Daily 1900-2100 hrs. Daily  
Dependents Swimming Instruction—Every Saturday morning  
10, 11 & 12 yr. olds—0900-0959 hrs. 8 & 9 yr. olds—1000-1050 hrs.  
6 & 7 yr. olds—1100-1150 hrs.  
Check with the Rec. Centre for times and places for Baseball, Basketball, Volleyball, Golf, Archery, Tennis, Cricket, Badminton, Body-building, Rifle Club, Rod and Gun Club, Table Tennis, Flag Football and Soccer.

### STATION BOWLING LEAGUE SCHEDULE

Mondays — 1300-1500—Ladies  
1900-2300—AOS Mixed League  
Tuesdays — 1800-2200—Intersection "A"  
Wednesdays — 1800-2200—Intersection "B"  
Thursdays — 1800-2200—Intersection "C"  
Sundays — 1300-1700—Mixed League  
1800-2200—Mixed League  
Fridays and Saturdays—Alleys available for casual bowling.

### MONSTER BINGO NIGHTS

Every Wednesday throughout November, a giant Bingo Game will be held in the Old Drill Hall at 2030 hrs. Both cash and merchandise prizes are featured with the current jackpot amounting to \$200. Refreshments are available. Come one, come all and relax in the air conditioned comfort of the Old Drill Hall.

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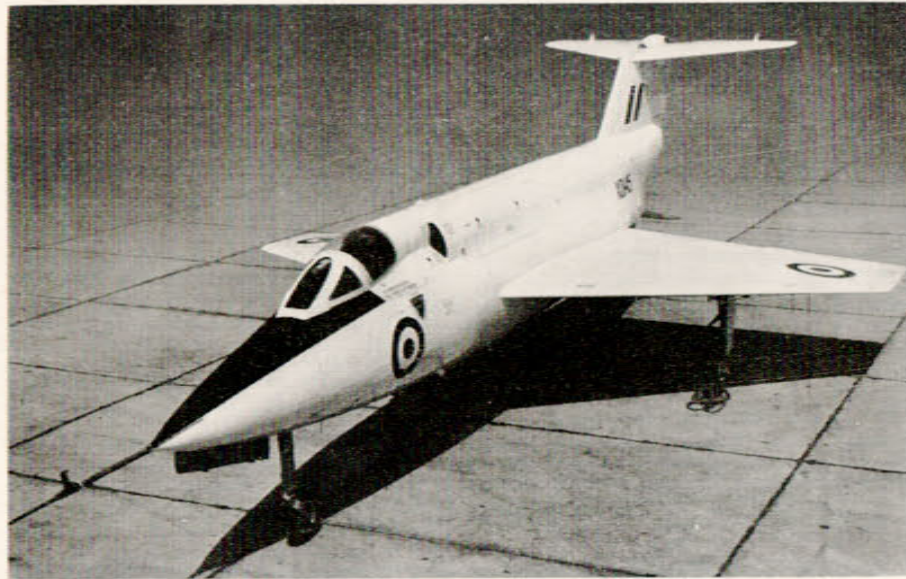
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# THINGS TECHNICAL

By CPL. BILL BAMBRICK

## S.R. - 53



The S.R.53 has been designed to the mixed-unit concept originated by Saunders-Roe for high altitude interception, and carries air-to-air guided weapons.

Survival against attack by supersonic high-flying nuclear bombers, over land or sea depends on the ability to climb to their operating height, to find them quickly and to destroy them. On the main Saunders-Roe stand at Farnborough Exhibition Hall, operational flight plans are showing how a mixed-unit interceptor like the S.R.-53, pictured at the top right, offers not only the best chance of a successful interception, but comparative economy, whether the period of radar warning is long, medium or short.

In the early warning case, the pilot of the interceptor is able to take off and cruise towards the target on the economical power of its turbojet, switching on its rocket motor and jet reheat only when the time comes to accelerate to high supersonic speed and altitude for the final attack. Even then, the throttleable rocket-motor enables the rocket fuels to be conserved, except for short full-power bursts.

When the warning period is short, or potential enemy bases are

a few miles away, only a rocket-powered interceptor armed with air-to-air missiles can ensure success. A turbojet engine produces only about one-fifth of its sea level power in the rarefied air at jet-bomber cruising altitudes, and even reheat restores the loss only partially. A rocket motor actually becomes more efficient where the air is "thin," so that a mixed-unit interceptor can climb to great heights at supersonic speed under the combined power of its rocket and reheated turbojet engines.

In short-warning case, the mixed-unit interceptor operates virtually as a guided weapon—a booster for an air-to-air missile warhead—with a human pilot doing the guidance because he is more efficient and reliable than current electronic systems. He can discriminate between friend and foe, or accept a major change of flight plan after take-off, and is impervious to radar or radio countermeasure equipment operated by the enemy.

Furthermore, the mixed-unit interceptor can be flight tested be-

fore an operation to ensure that it functions correctly in every detail, and offers greater economy than a missile which is a single-sortie, expendable weapon.

In short, the S-R.53, which has a De Havilland Spectre liquid-propellant rocket motor and an Armstrong Siddeley Viper turbojet mounted together in its fuselage, points the way to the most effective and versatile anti-aircraft defence system in an age when conventional fighters will no longer be good enough, and when guided missiles will not be ready to assure full protection.

### DeHAVILLAND SPECTRE ROCKET ENGINE

The ability to operate at all altitudes above the ceiling of air-breathing engines has become an urgent necessity in the last few years with the advent of rocket-powered missiles. For the first time, security regulations have been relaxed on DeHavilland's answer to this obstacle in the form of the Spectre rocket engine. Currently on display at Farnborough, the Spectre is the rocket component of the mixed-unit S.R.-53 interceptor described earlier in this article.

Designed specifically for the propulsion of manned aircraft, the Spectre is unique in the field of rocket propulsion in that it is capable of continuous running in a controlled manner at any thrust value from idling to maximum output. Most rocket engines are of the fixed-thrust type, such as those used in missiles and JATO units.

DeHavilland has had a considerable background of experience in the rocket field with their "Sprite" assisted take-off unit. The single propellant, hydrogen peroxide, was supplied to a decomposition chamber where it reacted with a catalyst to liberate super-heated steam and free oxygen. These products were expelled through a nozzle to provide a propulsive jet. As no combustion occurred and the temperature of the decomposition products was only around 600°C, the Sprite was referred to as a "cold" unit.

For the Spectre to attain the

higher performance and the desired available thrust output, a bi-propellant type of engine had to be considered. Kerosene was selected as the fuel. Hydrogen peroxide was again selected as the oxidant, since it best satisfied the design requirements.

The Spectre's configuration shows it to be a compact integral unit, incorporating all its valves, pumps and control linkages in one light assembly suitable for ready installation in aircraft. The main cylindrical structure of the engine contains the turbine for driving the centrifugal type propellant pumps, the catalyst chamber in which the decomposition of the oxidant occurs, and the combustion chamber, where the kerosene spontaneously ignites with the decomposition products. Ahead of this integral assembly is a gearbox on which are mounted the propellant pumps, valves, linkages, oil sump, starter unit and a fuel-cooled oil cooler.

Cooling of the single combustion chamber and jet nozzle, which operate at temperatures well over 2000°C, is achieved by utilizing the greater flow of hydrogen peroxide. This is the chemically correct mixture of hydrogen peroxide and kerosene is in the region of 9:1, a considerably larger flow of the oxidant is available. Thus a system of jacket cooling by the propellant is obtained—often referred to as regenerative cooling.

Packs of silver-plated gauze are provided in the catalyst chamber and the oxidant is decomposed into live steam and oxygen on passing through these. It is a feature of all hydrogen peroxide engines, (one of which, it is presumed, the Russians are using to power their new ICBM Missile), that the fuel and oxidant are not admitted into the combustion chamber as liquids but the fuel is merely injected into the hot gaseous products of the decomposition where exceptionally smooth thermal ignition of an inherently safe nature occurs. An added safety



SOMETHING OLD, SOMETHING NEW—Something borrowed and something capable of blasting hostile aircraft right out of the blue. This "then-and-now" photo depicts one of the most remarkable development cycles in military history—a Civil War weapon (designed 95 years ago) adapted to arm the fastest jet fighter in the sky, Lockheed's F-104A Starfighter. Called the Gatling Gun, after its inventor, the tripod-mounted weapon was manually "cranked" by an infantryman attired like the model at left. Today's jet pilots flying the ultra-sonic Starfighter (background) have at their fingertips armament including the most potent aerial cannon ever developed—the rapid-firing, six-barreled 20-mm. Vulcan—a 20th century version of the weapon which revolutionized military firepower nearly 100 years ago. Both guns feature a rotating cluster of barrels and both are externally powered. In contrast to its predecessor's manual operation, the Vulcan is powered electrically. Being built by General Electric, the Vulcan can unleash 10 times the firepower of World War II fighter machine guns.



GEAR DOWN AND LOCKED—First aerial view of Lockheed's new JetStar, in landing pattern at Edwards Air Force Base, emphasizes 34-degree sweep on the leading edge of its 53-foot wing. Main landing gear of JetStar—America's first jet utility transport—retracts into mid-fuselage wheel wells; nose gear retracts forward. Photo also clearly shows wide clearance of jet exhausts under high-mounted horizontal stabilizer. The JetStar flies at 500 to 550 miles an hour. The first prototype, powered by two Bristol Orpheus engines mounted in pods at each side of the rear fuselage, is undergoing instrumental aerial tests at Edwards. A second prototype will use four General Electric J-85 or Fairchild J-83 engines. The 10-passenger jet made its first flight September 4—just 241 days after go-ahead development signal was given. Designed as an off-the-shelf item specifically to meet Air Force trainer-transport requirements, the JetStar has a two-man crew, normal cruise range of 1,700 miles at 40,000-foot altitudes, and is completely air-conditioned and pressurized.

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feature is that during starting and shut-down a purge of steam cleanses the combustion chamber, obviating the possibility of a dangerous accumulation of liquids.

During the course of completion of the first prototype S.R.-53 interceptor, Spectre engines were supplied for installation and ground running trials. With the successful completion of these and earlier flight trials in the Canberra, the S.R.-53 took to the air for the first time last May.

Based on an extensive background of test bed, ground and

flight testing, present development effort by DeHavilland is being aimed at an even lighter and smaller rocket, with improved reliability and performance. Current work is also intended to result in a more simple configuration and functioning of the engine. DeHavilland's achievement in putting the first aircraft rocket engine into production, (the Super Sprite engine), set the sights for the future of the Spectre.

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Four Royal Canadian Air Force squadrons of CF-100s are now in service with NATO in Western Europe. Once again Canada has demonstrated its capability of meeting its commitments to its allies in defence of freedom, on schedule.

Additional squadrons of CF-100 interceptors have been ordered to augment the all-weather, round-the-clock defences of Belgium.

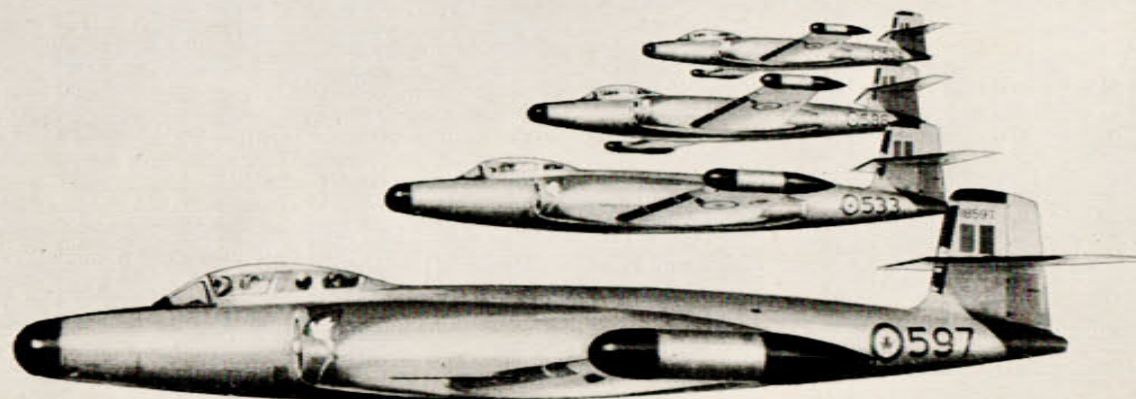


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# AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

## VOLKSWAGEN FOR 1958



A little change, notably by the increased glass area in the rear, and a better heater for North American use. Minor changes in the interior.

## MORE NOISES

**MAIN-BEARING KNOCK.** This might best be described as a 'heavy' noise, almost a rumble. Usually heard when the engine is pulling hard in top gear, but not on over-run or tick-over. It can be influenced by ignition timing — reduced in intensity as the timing is retarded. Though this does apply to other noises it must be added that late timing usually smooths out an otherwise rough engine.

**BROKEN CRANK-SHAFT.** This usually makes an awful noise and, furthermore, it is unlikely the car will go far in this condition. Normally the engine will not run in this condition. If the break occurs at high speed a 'blow-up' is likely. In some engines, (the six cylinder), the engine will continue to run, but under great protest. Another noise that can come from the crankshaft is due to excessive end-float. This may be eliminated by depressing the clutch pedal, putting end

thrust on the shaft.

The previous knocks and noises covered have been dependent on engine speed and throttle position, but there are several noises which can emanate from the valve gear which are independent of the above factors, though they tend to increase with engine speed.

The most common, and easiest to cure is excessive tappet clearance. This is a constant 'click' which cannot be shorted out but will respond to a feeler gauge between tappet and valve. Incidentally, a worn tappet head can give a false indication because of excessive clearance down the sides. At times it is possible to have a tappet which is noisy, despite correct clearance, because of a discrepancy on the camshaft. Remedy is to reduce clearance slightly, at the risk of shortening the life of the valve. Before passing I should also mention that a tappet with excessive

side clearance may be diagnosed by use of side pressure exerted with a screw driver on the head.

**CAMSHAFT DRIVES.** The drives themselves can be noisy, usually being worse on tick-over and disappearing as the engine is speeded up. In a bad case the chain may strike the timing cover (if the tensioner is broken). Usually a slack chain just thrashes and makes a lot of noise. The same applies to gear-driven camshafts, but again the noise is a maximum on tick-over. It is also possible for noise to come from end float on the camshaft, though this, as with the crankshaft, is not too common. On an o.h.v. engine, worn rocker ends can produce quite a lot of noise, usually a clatter increasing with revs. This may be caused by worn rocker ends or bushes, side play, or wear between valve and guide. To minimize side thrust and wear the rocker should be at right angles to the valve stem at exactly half lift.

**BROKEN VALVE SPRING.** This condition will allow the valve to 'float' above a certain engine speed which may be fairly high or low, depending on where the spring is broken and when this occurs the valve can be heard hitting the seat. At very high r.p.m., of course, all the valves begin to float, making quite a loud rattling noise and preventing any further increase in engine speed.

(To be concluded)

## A CITY JAUNT IN THE VAUXHILL VICTOR

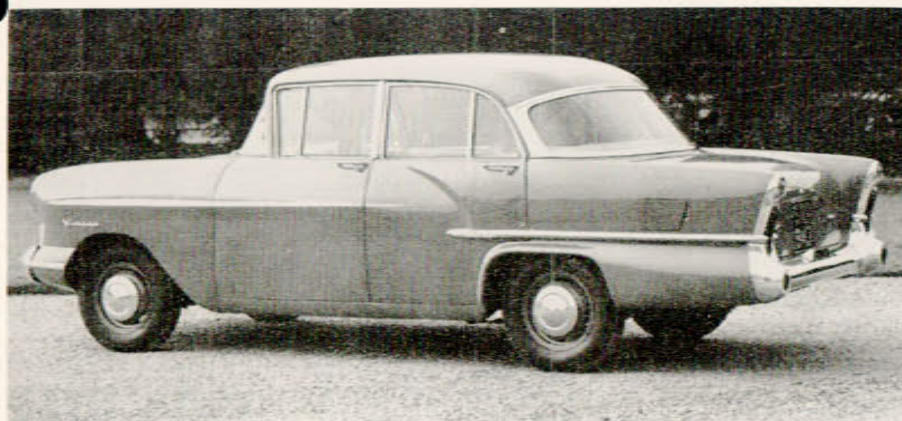
When the big three noticed the inroads being made by small European cars on the domestic market (180,000 in 1957 — est) they decided to retaliate by bringing their own small cars over to America and selling them through their normal dealers. The Vauxhall Victor, G.M.'s British product, will be handled by their Pontiac division. Others in this classification are the British Fords, the Vauxhall Velox and Cresta, G.M.'s German offspring the Opel, and the Nash Metropolitan. Chrysler is rumoured to be nosing around overseas. A similar tie-up was the lately announced Wright-Curtiss

## VAUXHAUL VICTOR



## TECH' SPECS'

Engine—1507 c.c.s, 4 cyl., bore and stroke of 3.125 m.m. (79.4) ins. x 3.0 m.m. (76.2) ins, compression ratio of 7.8:1, bhp. of 52 at 4,200 rpm., torque 84.5 ft. lbs. at 2,400.  
 General—weight 2,191 lbs, weight distribution 55.3/44.7, turning circle 34 ft., wheelbase 98 ins., track 50"/50", length 166½ ins., width 62 ins., clearance 6.6 ins.  
 Performance—0—30—7.2 secs., 0—60—29.8 secs., top speed 76 mph.  
 Fuel consumption—28/35.  
 Price (Ottawa)—\$1890, \$1960 Super.  
 Manufactured by Vauxhall Motors Ltd., Luton, Beds, England.  
 Distributed in Canada and U.S.A. by all Pontiac dealers.



— Studebaker — Mercedes-Benz sales agreement.

The Victor, which is the subject of these few words, has been obviously designed for our use — witness the lines which are completely alien to Britain. All found, I feel it is an attractive buy on our market.

A casual glance is all that is needed by you or me to feel right at home in this little bus; everything looks and feels like a scaled-down version of our normal sedans. The grille ('55 Buick??), bumpers, wrap-around windshield, rear deck, and interior all look familiar. Workmanship, on the average, may be slightly higher than we are used to.

The first item noticed on the road was the hard seat in the front; some-

thing which is out of character with the rest of the car. The little bus handles beautifully and is positively a joy to drive in town. The steering is both light and accurate, but without any excessive play. The suspension is domestic in feel — too spongy for yours truly — and just as comfortable, in that respect, as any of our own products. I believe that Vauxhall have scored a first in the gearbox by providing all the gears with synchromesh. I'll qualify that statement by adding — on a mass-produced low priced car. The hydraulic clutch makes shifting effortless and once again implants the idea with the driver that this is the same as driving one of its bigger cousins. When we whistled over some rugged side roads there wasn't the trace of a squeak and, thankfully, little diving. I found the horn button a little hard to press and the screen wipers too slow in operation; that was about all to criticize on the driving side. Incidentally, those wrap-around windows go give excellent vision and, for once, almost no distortion.

From the driver's seat it is possible to note, that the trafficators are standard U.S. issue, and also a built-in boon for big feet, namely widely spaced pedals. Instruments and interior are standard Chev', Pontiac in look. Mind you, I don't mind Chevs' and Pontiacs, but by describing the interior as such saves me the mental effort of trying to think up three or four sentences to describe something you are already familiar with! In the rear compartment the room made available is quite adequate despite the small appearance of the car from the outside. Finally, before parting, allow me to open that rear deck and inform you that, in keeping with the rest of the looks, the trunk compartment is enormous.

From the above brief description I think you'll be able to gather that I don't consider this a poor machine, and in fact if I really wanted transportation that was reliable, comfortable, small, and unradical the Victor would get the choice.

## THE FORD EDELSEL

After months of suspense and publicity ballyhoo the Edsel is with us — and what have we got? On the face of it the appearance suggests an expensive version of the Mercury leaving aside a vertical hole in the centre of the grille and tail lights that are horizontal instead of vertical. Considerable use has been made of metal sculpturing, but all in all it is hardly a radical car. Innovations include self-adjusting brakes, single dial heater-defroster control, contoured seats for long distance travel, a "Teletouch" push-button automatic transmission selector (an electric servo motor does the work), the total works powered by engines ranging from 303 bhp to 345 bhp for the Corsair and Citation series. A road test, we hope, will be coming along shortly.

**HILLMAN FOR 1958.** Basically the same car, but with improved engine torque, lattice-work grille, and the optional choice of manumatic (2-pedal) transmission. No change in prices.



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# SOLEMN CEREMONY COMMEMORATES BATTLE OF BRITAIN

Battle of Britain Sunday was observed throughout the Commonwealth on the 15th of September. Seventeen years previously, on September 15, 1940, the German Luftwaffe was decisively repelled from the skies over the cities of Great Britain and the English Channel. The Battle of Britain was fought between July 10 and October 31, 1940, but it is the peak of the battle, which occurred on September 15, which has been chosen for annual commemoration ceremonies.

Number 1 Squadron of the



LAC Don Parker

One of the four sentries is shown here posted "At Rest," with arms reversed, at one corner of the Cenotaph during the recent Battle of Britain Parade on Sunday, Sept. 8th, here in Winnipeg.



LAC Don Parker

The Lieutenant-Governor and high-ranking Military Officials take the Salute in the reviewing stand at the Parliament Buildings as F/L R. D. Madill passes by at the head of the Station Band, during the annual Battle of Britain Parade on September 8th. Among the Military Officials in the reviewing stand are the AOC of 14 Training Group, A/C H. H. C. Rutledge (on the Lieut.-Governor's right), and the Commanding Officer of Stn. Winnipeg, G/C G. F. Jacobsen (on the Lieut.-Governor's left).

RCAF, later designated No. 401 Squadron, operating from Northolt on the outskirts of London during the Battle of Britain, was the first RCAF Squadron to see action in any war. Another fighter squadron, RAF No. 242, composed entirely of Canadian pilots in the RAF, also fought with great distinction. Forty-seven Canadian airmen gave their lives in the Battle of Britain.

Special church services were held in St. Stephen's-Broadway United Church, St. Mary's Cathedral, and the two chapels at the Winnipeg RCAF Station. Personnel of RCAF Station Winnipeg paraded to the city churches.

The parade moved from the assembly point at Memorial Blvd. and York Street at 10.35 a.m. proceeding via York and Kennedy Streets to St. Stephen's-Broadway

United Church. The Roman Catholic personnel proceeded north on Kennedy and east on St. Mary Avenue to the Cathedral. Following the church services, the parade re-assembled at Kennedy and St. Mary, and proceeded via St. Mary and Memorial Blvd. to the Cenotaph. Here veterans' organizations joined the RCAF personnel in ceremonies which included the laying of wreaths, and a fly-past of twelve T-33 jet aircraft. The RCAF wreath was laid by the Lieutenant-Governor of Manitoba.

Following the Cenotaph ceremony, the parade marched past a reviewing stand at the west entrance of the Legislative Building. The reviewing party included the Lieutenant-Governor; Air Commodore H. H. C. Rutledge, OBE, CD, group commander, 14 Training

Group RCAF; Group Captain G. F. Jacobsen, DFC, CD, commanding officer of RCAF Station Winnipeg; Major-General W. J. Megill, DSO, CD, general officer commanding Prairie Command; Captain L. B.

McIlhagga, commanding officer, HMCS Chippewa; deputy-mayor Taraska of Winnipeg; and deputy-mayor Johnson of St. James. A second fly-past of the jets coincided with the march-past.

# BROWNIES "Walk-Up" and "Fly-Up" CEREMONY

On Wednesday, the 25th of September, the 25th Brownie Pack and the 94th Girl Guide Company held a "Walk-up and Fly-up Ceremony" at the Community Centre. Parents of the Brownies going up to Guides were invited.

The "Walk-up" Brownies were Denise Robitaille and Nancy Robinson. "Fly-up Brownies" (those who have their Golden Hand or First Class Badge) included Linda Bates, Marion Boeriu, Judy Cunningham, Judy Lindsay, Suzanne

Nolet, Cheryl Rowe, Diana Saunders and Shirley Thomas.

The Commissioner, Mrs. Mary Oram, presented the "Wings" and Proficiency Badges to Linda Bates (Cyclist) and Marion Boeriu (Pathfinder).

Marilyn King, one of the outstanding Brownies on the Station, was presented with the Signaller's, Pathfinder's, Athlete's and Observer's Proficiency Badges. Marilyn won the latter three at Brownie Day Camp in July. Not becoming



Cpl. D. Askett

Brownie Marilyn King receives the congratulations of Commissioner Mary Oram upon earning her Signaller, Pathfinder, Athlete, and Observer Badges.

## BEAUTY



Sultry Mara Corday is the lovely creature who helps combat huge death-striking monsters bent on wiping out Mankind—and Womankind—in Warner Bros.' horror drama, "The Black Scorpion." —Warner Bros. Studio, Burbank, California.



—Photo by Cpl. Don Askett

Pictured here are the "Walk-Up" and "Fly-Up" Brownies at the Ceremony on the 25th of September. Standing (l. to r.): Judy Cunningham, Shirley Thomas, Cheryl Rowe, Judy Lindsay and Marion Boeriu. Kneeling to the front row are (l. to r.): Suzanne Nolet, Diana Saunders, Denise Robitaille, Linda Bates and Nancy Robinson.



eleven years old until next March, she has already earned her Golden Hand and thirteen Proficiency Badges.

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### RFC - RNAS REUNION PLANNED FOR TORONTO

A group of World War I pilots are planning a reunion in Toronto for all former members of the Royal Flying Corps and Royal Naval Air Service who saw service in World War I.

Monday, March 31st and Tuesday, April 1st, 1958, are the dates tentatively set by the committee for the big get-together. Sunday, March 30th, will be arrival and check-in day.

The two or three-day programme is planned to include a reunion cocktail party and dinner, and tours of Toronto's aviation industry, including Avro Aircraft, Orenda Engines and de Havilland Aircraft.

The committee are anxious to hear from ex-RCF or RNAS Officers anywhere in the world who may be interested in attending the reunion. Particulars may be obtained by contacting A. F. MacDonald, the deHavilland Aircraft of Canada Ltd., Postal Station "L," Toronto, Ontario.

### G/C JACOBSEN GUEST OF HONOR AT ICE-O-BAR OPENING



Cpl. D. Askett

Enjoying the refreshments in the Ice-O-Bar are left to right G/C Jacobsen, F/C Sturch, F/O Hollingsworth, S/L Tenove and W/C Evans.

On Monday, Sept. 16th, Group Captain Jacobsen was a guest of honour at the Aircrew Trainees' Mess and at 1715 was handed a drink by the acting P.M.C., F/C Sturch. Not in itself a very notable ceremony but it was in fact the opening of the latest amenity of the Mess—the ICE-O-BAR. Now those Cadets whose diligent study leaves no time for formal dress or who are triumphantly returning from their sporting engagements may slip in the back door of the Mess and, informally dressed, enjoy the comfort of the pleasantly decorated room and the joys of a well stocked bar.

The long awaited ICE-O-BAR had as its early champion S/L D. R. Pearce whose transfer to the Staff College robbed him of the opportunity to be with us on the occasion. Under his guidance the

problems of enthusiasm versus good sense were ironed out by a committee of mess members who in the later stages seemed constantly besought by caustic comments regarding the frequently delayed opening date.

We now hope that the finished result, with its birch-panelled and rough-cast walls, matching upholstery and tables and an air conditioner that we assure you, will soon be more efficient, will be worthy of their patience.

Also in the opening party were W/C Evans, S/L Tenove, our present Hon. P.M.C., S/L Boky, the first Hon. P.M.C. of the new mess, F/O Hollingsworth, our Vice-P.M.C. and undoubtedly the spirit of S/L Pearce who had come to inspect the results of his very practical dreams. We hope he was not disappointed.

### JOHNSON TOPS IN LOCAL TRUCK RODEO



LAC R. Clynick

Group Captain Jacobsen, the Commanding Officer, is pictured here inspecting the winners of the annual Truck Rodeo here at Station Winnipeg on the 28th of September. The winners are, from left to right, LAC Johnson (1st—Airmen's Section), LAC Morrison (2nd), Cpl. Allard (3rd), and Mr. Duff (1st—Civilian Section).

By P/O G. W. M. DODDS

The annual RCAF Station Winnipeg Truck Rodeo was held in the new parking lot on Wednesday 28th September. Fourteen entrants commenced their trials and tribulations at 9 a.m. with an inspection of the vehicle and spent the remainder of the morning answering

the written tests. These preliminaries completed, the driving test itself began at 1.30 p.m.

The course (see diagram) was designed to make the maximum demands on the driver's skill and judgement. Indeed, considering the intricacy and variety of the tests,

all the competitors acquitted themselves honourably and in several cases displayed quite outstanding ability. In the airmen's class LAC Johnson, who last year won the Inter-provincial championship, topped the entry of twelve by a narrow margin of 4½ points over LAC Morrison. Corporal Allard, a hardy veteran in these events and 1956 Winnipeg winner, finished third. Of the two starters in the civilian section Mr. Huff had the smoother passage gaining victory at the expense of Mr. Sales.

The delicate task of judging the respective skills of the competitors fell upon a panel of judges consisting of Major Broughton, WO1 Friend, WO2 Learmonth, WO2 Szastkiw, FS Nelson, FS Wilbur, Sgt. Funk and Cpl. Matthews.

At the conclusion the CO, G/C Jacobsen, congratulated the winners and presented the prizes.

#### RESULTS

	PTS.	MAX.
LAC Johnson	325	405
LAC Morrison	320½	405
Cpl. Allard	313½	405
Cpl. Thom	288	405
Cpl. Baxter	282	405
LAC Parry	272	405
LAC Fletcher	271	405
LAC Riendeau	263	405
LAC Chambers	249	405
LAC Tremblay	241	405
Cpl. Kines	238½	405
Mr. Huff	229	405
LAC Wasson	218½	405
Mr. Sales	113	405

#### DRAMA CLUB

On October 24th the curtain will rise on the Drama Club presentation of "The Curious Savage," at the old site theatre. With all the pomp and ceremony of an opening night, the local theatrical group will open the '57-'58 season and present the play for the following two nights. Featuring a cast consisting entirely of Station Winnipeg personnel, the three-act comedy once served as a vehicle for the great Italian Gish on Broadway. Tickets are now on sale and may be purchased from members of the Club. For further info., call Mrs. McMillan at VERNON 2-6204 or Mrs. Harley Jobb at 6-7727.

The story of the "Curious Savage" concerns the efforts of some greedy children who try to get a sum of money from their mother. The money, ten million dollars, to be exact, has disappeared and the children have their mother committed to an institution. The guests at the home soon befriend the

(Continued on Page 29)

### DRAMA CLUB POISED FOR "SAVAGE" OPENING



Cpl. D. Askett

The bright conversation between Donna Clarke and Phyllis Hall seems destined to be rudely interrupted by the antics of Roy Collett. These and many more tricks are used by the inmates of the "Cloisters" to aid the curious Mrs. Savage to elude her scheming children.

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### VOXAIR VIXEN

*Eda May Schreiber*

Edna May is a nineteen-year-old blue-eyed blonde measuring 34-24-34.

She is a stenographer at one of the Winnipeg large retail stores, and lists modelling and gymnastics as her hobbies.

Her main ambition is to fly in a jet. Men in airforce blue are her favorite dates.

Photo by F/C J. Y. Michaud

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# SPORTS

## FLAG FOOTBALL

The Inter Section Flag Football League is now under way. Seven teams have entered the league this year. Following is a list of teams: Telecom, 111C & R, AOS Staff, AI School, I & E, Cadets Basic, Applied School Cadets.

So far AI and Basic Cadets are undefeated in their two starts.

## SOCCER

The RCAF Station team defeated Portage la Prairie last Thursday evening by 4-0. The Winnipeg team is really looking good, preparing for the 14 Training Group Championships in October. They will play an exhibition game against one of the better teams of the city over the coming weekend.

## SOFTBALL

I & E won the Inter-Station Softball League by defeating Applied School two straight in a best of three series. Cpl. Lapointe emerged the hero of the playoffs for I & E, pitching fine ball in their first triumph—but excelled himself in the second game pitching a no-hot ball game and striking out thirteen batters. Congratulations, I & E, on a fine season. Notice that I & E team journeyed to Headingly on Monday night and defeated the Headingly All-Stars 5-2. Cpl. Lapointe struck out 12 men for the evening and held the All-Stars to 5 scattered hits.

It is nice to see the inter-section teams playing exhibition games with the city and district teams. Well done, fellows.

## GOLF

RCAF Station Winnipeg held their annual championship tournament on Monday 16 Sep. A record entry of 86 personnel attended and teed off at the Pine Ridge Golf Course. LAC Burns, who parred the back nine in the qualifying round with a 35, won the Station Championship and trophy with a fine round of 80. Runner-up was Sgt. Hurtick with 83. F/S Reardon had the lowest net score for the day with a 65 to walk off with the other trophy.

Winners of the various flights were as follows:

- 1st Flight — F/O D. S. Reid.
- 2nd Flight — F/O O. R. Glover.
- 3rd Flight — LAC Sokolski.
- 4th Flight — F/S R. P. Mayoh.
- 5th Flight — Cpl. Staff.

Most honest Golfer (170 strokes), Miss Iris White, Dental Corps.

Four members of the Station Portage la Prairie club were guests of Station Winnipeg club. They were F/L Campbell, F/L Ackert, F/O Smith, and Sgt. Kowcinak, who emerged with the low gross score with a fine 78, but was ineligible to win the championship flight.

After the supper which was laid on by the executive, Cpl. Hec Paquette acted as Master of Ceremonies for the presentation of prizes and did an outstanding job.

Shea's Brewery representative, Pete Langelle, bought a round of beer for the boys. Jimmy Millman, another of Labatt's employees from down east, but here on a visit, entertained the golfers for over half an hour with jokes and piano stylings of his own and was a tremen-

By Cpl. AL RAMSAY

dous hit. Nobody would have objected if he had carried on a night.

All in all, it was a wonderful outing for the station golfers—who should be proud of the way their executive handled the tournament. Congratulations, fellas!

## CRICKET

The RCAF Nomads won the city championship for the second consecutive year, going through league play undefeated. They also retained the Fort Garry Cup again this year. With the APO's leaving to go back home shortly and with little prospects of having any return, cricket may be dropped for next year, but we have quite a few good Canadian players and I know they will do their best to keep the game active on the une. Congratulations, fellas—Stn. Wpg. is proud of you.

## McRORY AND HALL ON THE CANADIAN DEWAR TEAM

LAC McRory and F/O Hall gained a position on the Canadian Dewar Team—the highest recognized group of .22 match rifle shooters in the Dominion. This team is selected each year to shoot the Lord Dewar Match with Great Britain and the United States and comprises the top 20 shooters in each country. The match is fired at a prearranged date and place under witness. This year M. D. Waite, technical editor of the National Rifle Association of America, from Washington, D.C., officiated. The

time chosen for the match was daybreak and all competitors were required to be on the firing line at 5.30 a.m. for a short briefing by the Captain, "Red" Blanchette of Calgary. Following the briefing minor preparations were made and upon the signal from the shooting coach Gil Boa of Toronto, (Olympic Bronze Medal winner and winner of every major shooting prize in the world), sighting shoots were fired. The match was finished at 7.15 a.m., each competitor firing 20 shots at 50 yards and 20 shots at 100 yards. Official scoring of the targets is done in '57 by Great Britain, however unofficial scoring indicates that F/O Hall fired the only possible, i.e. 400 x 400 to win the A. Stuart Boa trophy for the highest individual score in the Canadian Dewar Team.

## Canadian Team Championship to Winnipeg

Adding to the laurels in the realm of .22 match rifle shooters, the MSBRA Rifle team of Winnipeg entered a foursome to compete for the Canadian team championship. McRory and Hall were shooting members of the group. Defending champions were the Toronto squad whose roots have become firmly planted in winning the trophy. The match is a coached event with the course of fire being a Dewar, i.e. 20 shots at 50 yards and 20 shots at 100 yards for each man. Gusto and turbulent wind conditions added to the interest of the match. Final scores revealed that Winnipeg had won by 1 point and the spell was broken. The trophy had finally left the firm grip of the Eastern Champions!

## DRAMA CLUB

(Continued from Page 11)  
mother and aid her in her efforts to deceive her not-so-nice offspring. Starring in the cast of this bright comedy are: Gloria McElgunn, Alice McCormick, Gerry Baker, Dave Weir, Roy Collett, Ron McAbb, Phyllis Hall, Donna Clarke, Margaret Tweed and Marge Matthews. Working on the back-stage crew are: Windy Hicks, Yia Kitamura, Dave Cardwell, Vic Sweeny, Marilyn Harker, Bette Anne Leopold, Joan Hill, Joyce McMillan, Mae Barstow, Anita Sinyard, Jean Evans, Zonia Jobb, Lorna Monk-

mann and Art Galow. The show is directed by Chuck Evans. Author John Patrick is not new to the stage. His "Teahouse of the

August Moon" has delighted world wide audiences ever since it first appeared on the theatrical scene a few years ago.

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## SECTION NEWS

### STATION INFIRMARY

Our pride and joy of the infirmary orderly room, Miss Elsie Johnson, recently became Mrs. Danny Berard. The double ring ceremony was held in St. Mary's Cathedral at 5 p.m., Saturday, Sept. 7th, and the reception later took place in the Assiniboine Hotel. Following the reception the happy couple left for Minneapolis on their wedding trip. This despite the very ill condition of the bridegroom, Danny.

Happy days from all, Elsie!!

There are many new faces circulating the infirmary recently. Included are, F/L R. Dalzell, who has arrived from Goose Bay; Cpl. "Kip" Condon, from Penhold; Cpl. "Wally" Mattheys, from Trenton; Cpl. "Davy" Hunt from St. Jean, PQ.; and AW1 Shirley Hornick from Aylmer. Of course one very important transfer was Sgt. Nault from Station Orderly Room.

First Stork: Let's go for a swim tonight.

Second Stork: No, let's go and scare hell out of a few teen-agers!!

### AROUND THE STATION ORDERLY ROOM

Well, the "General" came back to the Orderly Room, only to discover it had been changed around. Still having difficulties, Reg?

Flight Sergeant Roy is on leave. While he's away, Micki Chappell is having a great time rocking back and forth. (When she isn't busy, that is.)

We welcome Mrs. Kay McCluski to CR. She came to help us out when Lorna Shelby went over to the SE Section.

It seems that these parades are Kris's bug-a-boo. Every time she types them up, another change is made. Never mind Kris, betters are coming.

"Suds" Pshystocky has taken leave for two wonderful glorious weeks to his home town of Port Arthur, Ont. Lucky guy.

Sgt. Hurtick came back from leave ready to tackle a pack of lions. How do you feel now, Sgt.?

Betty McLean (Graham) came

to visit the Orderly Room. Married life seems to agree with her.

Well that's all for this month. So long for now.

—LAW Ellie Norman

### MITCHELL REPAIR

As that part of the station where we keep them flying, Mitchell Repair has done very well the past busy season.

The stork made his usual monthly visit—Cigars are on Cpl. Reimer and AC- Peter.

Recent arrivals to our unit have been LAC Sommerfeld remustering to AETech from FSA (good luck to this young man), and LAC Westerguard from station Portage la Prairie. A little less recent from Servicing we have welcomed LACs Morais, Johnson and Lazaruk.

The departures for civvy street are LACs Miller and Nishimazura. Cpl. Mitchell departed for "The beautiful city of Saskatoon." LAC Eliason has been transferred to RCAF Stn. Moose Jaw.

Our Senior NCOs have been burning the midnight oil studying for their group four exams, along with the people looking forward to trade exams. May success crown their efforts.

Cpl B. Youngstrom

### SUPPLY

It has been many moons since Supply has contributed an article to this newsworthy publication. VOXAIR has a very subtle way of reminding one (and all) via memo, jangling telephone and loud screams that they have a definite deadline.

Herein followeth the very latest bits of hearsay from the hallowed halls of our Alma Mater:

Item one of our synopsis heaps congratulations on the two proudest of papas—Cpl. Jim Ewan and LAC Harvey Carriere. Both were presented with bouncing baby boys. There will be a wee period of indoctrination for Harvey, (this is old berries to Jim. The latest trip marked number four on his list of deductible dependents—wife included.)

Our staff has been giving Deer Lodge a rush. AW1 White visited, LAC Tommy Cathro passed through and Cpl. Ken McLeod stayed to chat and just got back the other day.

Now that Cpl. Fern Wilson, Cpl. Sammy Bears, LAC Art Kalinchuk, Cpl. (I can't take it with me, but I'll try) Beckwith, and F/L I. J. Binder have squandered their leaves and are once again back in

the fold, maybe a few more of us can finagle some leave.

To those in control who took note, I was not formally introduced to the lad who took over my desk for a day—maybe it was LAC Lac-luster.

New members in our S.S. Club include AC2 Cleave in from St. Jean, LAW Kay Glubretch in from St. Hubert, F/S Ibison from Portage and F/S Pat Devereau from CJS Washington. We extend our hospitality.

Leaving are LAC Doug. Whittingham for Saskatoon, Cpl. Keith Moffat for London (Officer School, Keith!), and LAW Jan Ladouceur for Goose Bay. Lucky Ole Lebarge is posted to Canada (Trenton, by name). Our section parties are going to be awfully quiet for awhile.

WO2 (Boy, can I pass paper) Loch has cleared off his new desk and is now a bonafide member of Control. Though at first, it was very quiet in the office when for a few days, he kept answering the phone as "Sub-Stores" and everyone figured they had the wrong number.

F/O Hope was a very lucky man this past month for he had room to breathe and the strain on the stock Control floor was eased somewhat. (But now that a certain rotund person is back from leave at Ottawa, the floor has returned

to double duty.)

LAC Jim Allen has been posted from coveralls to sheets.

F/S Cortman (our Stock answer "No" man) has been moved to Clothing Stores. So you lads who think you had it sewed up so well, better get a new housewife in your kit—you have a few days grace till the Flight gets back from TD and DRILL at Ottawa.

HE IS THE F/S FOR THE QUEEN'S GUARD OF HONOR.

LAC Phil Bircham is taking lessons from "Hill the Mover."

Sammy, don't you think you should keep up to Supply standards and submit an E35 for that weekend you wrote off?

LATEST QUERY—Just exactly what do the initials IJB stand for?

To LAC Russ Hannah—We don't want to know why—just tell us how you locked those keys in Sub Stores.

A word to Cpl. Beckwith. We've checked the Mess Rules and Regulations—and you know, we can't find a thing allowing solo flights within mess confines.

F/L Binder is our A/SSO while S/L Hutton is on a trip to Toronto to take his daughter to university.

Our final word on this melee, we'll pass on to Jan Ladouceur in bereavement over the recent loss of her much beloved motorbike.

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### NEWS FROM THE EDUCATION SECTION

Our announcements regarding the date of Trade Board Day have had to be changed. Due to the Queen's visit to Canada on the 14th of October the date for the trade examination was changed to 30th Oct. 1957. All requirements and effective dates remain unchanged however.

The Trade Advancement Section had a change of staff during September. Cpl. Church was transferred to Camp Borden to continue his instructional duties there. We bid him adieu and wish him lots of luck in the new locale. Perhaps we should put in a plug for the

## Thanksgiving Greetings

to our RCAF friends

from

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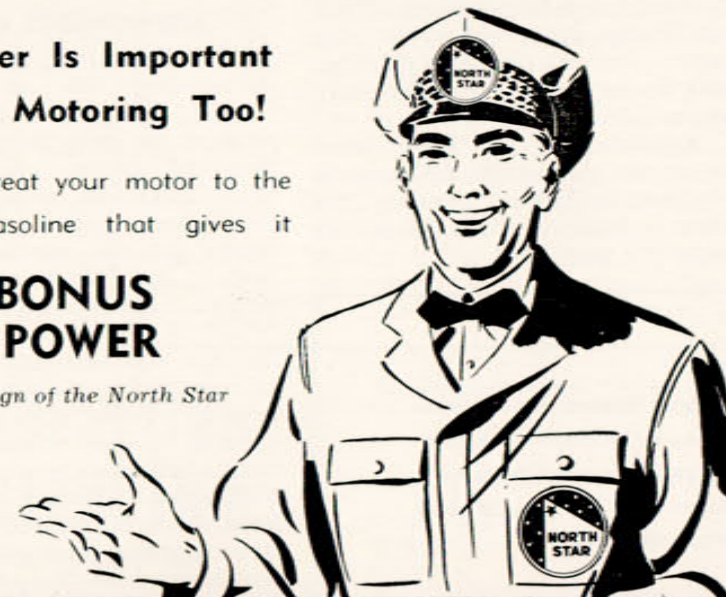
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business he built up in his spare time—it has been taken over by Cpl. Schultz.

Cpl. Simpson was TOS to replace Cpl. Church, but apparently the strain was too much for him. He took sick and was admitted to Deer Lodge for an operation. We hope that by the time this appears in print he has fully recuperated.

Cpl. Dixon has joined the ranks of new-car drivers. Watch the Ford whizz by.

We certainly hope that the results of the Group 4 examination written 24th October will be something to boast about. If the interest taken in studying and attending lectures during the previous six weeks is an indication, there should be a high percentage of passes.

Our calendar of important dates includes the following:

- 30 Oct.—Airmen's Trade Examinations.
  - 31 Oct.—Final date of officers' registration for Qualifying Examinations.
  - 5 Dec.—Staff College Entrance Examinations.
  - 20 Jan.-24 Jan.—Flying Officers' Qualifying Examinations.
  - 3 Feb.-7 Feb.—Flight Lieutenants' Qualifying Examinations.
- F/S R. T. Nelson

#### OFFICERS' WIVES' CLUB

The Officers' Wives' Club held their first gathering of the new season in the form of a Tea on Sept. 14th. This was done with the idea of meeting and welcoming new members of the Club, and with approximately 40 ladies present, it proved to be a most pleasant afternoon indeed.

The first business meeting of the

year was held in conjunction with a dinner for 73 members in the Officers' Mess on Oct. 1st and was a fine way of combining business with pleasure. After dinner, elections were held and a new executive was chosen to carry on the work of the club for the coming season. Several new projects were planned by enthusiastic members and committees were set up to handle the details. If this sounds rather vague, readers are asked to watch for succeeding articles when these plans will be explained more fully.

Members are reminded that the next meeting will be held on Nov. 5th and are reminded to bring with them any hard-backed books, pictures, games, puzzles or cards which they can give to the Station Hospital. They are also asked to remember the collection of Betty Crocker box tops and urged to bring these along too.

All Officers' wives are most cordially invited to come out to the Club meetings and join in our activities. Not only will the Club benefit greatly from new members and new ideas, but we sincerely feel it is a wonderful way to make friends and meet other girls from all parts of the country. See you all in November.

#### THE "CROWBAR" HOTEL

A welcome is extended to WO2 "Bob" Hodge, recently arrived from Langar, and a farewell to Cpl. Frank Scobel who is transferred to Station Clinton.

Congratulations to "Reg" Boreham on completing the AFP course at Aylmer as "Honor" student. This makes a total of three from our unit in the past year.

## JANSEN BROTHERS

WHOLESALE

FRUITS & VEGETABLES

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Our pistol team journeyed to Station Gimli on the 23rd of August to compete in the 14 Group competition. We dropped some points to the top team—Station MacDonald, perhaps due to our best marksman, Sgt. Kirkpatrick, being on leave. We go to MacDonald for the final shoot of the year on the 20th of September.

#### THOUGHT FOR THE MONTH

Do you know the three most common AA's (Accident Alibis)? "I didn't know," "I didn't see," "I didn't think."

#### AIRWOMEN'S REPORT

Ellie Norman is contemplating obliterating the entire Station Bowling Leagues. She offered her services to help them with their incoming phone calls—the Club said "Check this, we've got a volunteer"—and nabbed the kid as secretary for the second year in a row . . . but Ellie shouldn't feel too badly . . . the word got around that "Phil" Farrelly knew shorthand, and she was unanimously voted in as secretary of the Airwomen's Lounge while she was looking around to see whose name had been called. . . . To "Babs" (Whoops) Babchuk we offer a kind word of advice. If you feel like slipping, dearie, try keeping one hand free—for—shall we say, a quick recovery. . . . Marilyn (Granny) Harker is at it again. Knit 2 Purl 2, or is it Knit 1 Purl 3, maybe it's the chain stitch—Curling sweaters look terrific in May.

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Lorraine Richer is back from leave, temporary duty, and the Quebec Exhibition—I tell you, this kid gets around. She tells us she had a wonderful time (is it any wonder.) . . . "Joey" Sakon is back from her leave, said she had a ball, but missed the Barracks (Maybe she needs another week's leave.) . . . Kay Glubrecht is just in from St. Hubert, and is now adjusting her nervous system to the turmoils of Clothing Stores. But she's taking it in her stride—maybe it's because she has such a quiet, debonaire room-mate to help her become acquainted with the routine of the station.

Our "Prima Donna" of Hut 9, Joanie Hill, is considering taking out stocks with the Bromo Company—but she'll soon simmer down—seems she's treading water over a new heart throb from Fort Frances. "Little Eva" Krassilovsky is concerned over the later hours,

frivolity in the B.B.—Don't let it get you, Eva, it's just the natives getting restless.

Merle Hansen is home on compassionate leave—we hope everything turns out alright. . . . "Senator" Marg Tweed can be heard proclaiming her lines loud and clear—doing alright with the accent too—if Peggy Middlemiss figures "Tweedie's" passed the limits, she's qualified to handle the situation. . . . "Roly" Levac has left the sanctum of the station to go on leave; this should give the instructors of the "Snorkel Club" time to recover—she has them stumped, she floats on her side, (needs pontoons, maybe) and this is contrary to Archimede's theory. . . . Jerry Wahl took her car to B.C. (Victoria, to be specific), Chris Ivings went along as passenger, sure sounds like you two had a terrific trip. . . . Have you been up to Anne Culligan's abode of late? Do drop by and ask to hear her latest "Elvis" recording of "The Red Apple."

Eddie Hurst has been seeing too many "Them Thar" pictures—gets downright hostile at—Canasta?—but it's O.K.—she can cool off at the "Snorkel Club." . . . The shutterbug of our station, Anne Jones, has some terrific shots of the girls' baseball wiener roast—to you who are interested, go have a look see. . . . Next on the list are the prints from the night of Rosie's shower. . . . We're all proud of "our" Rosie. Now she's Mrs. Douglas Tucker. The knot was tied Saturday afternoon in the Station Protestant Chapel by F/L J. Irwin, Following the ceremony, a reception was held at the Airwomen's Lounge. We all wish you the very best. . . . Since Saturday, the Gold Dust Twins, Vi Carr and Verna Cochreil, are

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now true blue Bomber fans. What is this madness?

Val Gullage won't be doing any walking for awhile—she's all wrapped up in her '56 Dodge—driving lessons NEXT week. . . . We don't see too much of Fern Wilson these days—maybe it's because Wilson and a certain blue Ford are synonymous. . . . We didn't have the chance to say adieu to Micheline St. Cyr (flips these days just aren't what they used to be), but we did pass on our regards through Denise Potvin. She'll deliver our best wishes when they meet on course in Aylmer. . . . To make Marg Rattray completely happy maybe we should put blue lights over the bar—give the place an atmosphere maybe. . . . Clocked Jerry Baker while she rode her bike across the Intersite—a cool 25 miles per (we were both breaking the speed limit!). . . . Mary Ball is back from TD at Moose Jaw.

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## FLYING WING — CIRCUITS AND BUMPS

Flying Wing recently lost two of its most senior members in the persons of F/O Moe Leclair and F/O Ernie Harris. They were released from the RCAF on completion of their Short Service Commissions. We wish both of them good luck in their civilian jobs.

F/O Vic Fayder still looks reasonably healthy after spending two weeks in the bush on Survival Course. If he had his two ounces of raw courage before going into the bush, we'll wager the bears went into early hibernation and if one of them dared show up he probably got his chest caved in by Vic's Fateful Finger! Several of his friends could have warned that poor unfortunate bear of the horrible fate. That's our Davy Crockett!

Ours is a busy place these days, with all the preparations under way to show the Group Commander that we are worthy of his visit. Polishing and moving of lockers, etc., however we're still looking for one airman who can tell us what all those lines are for that they are so busy painting on the hangar floors these days. Could they be lines of least resistance?

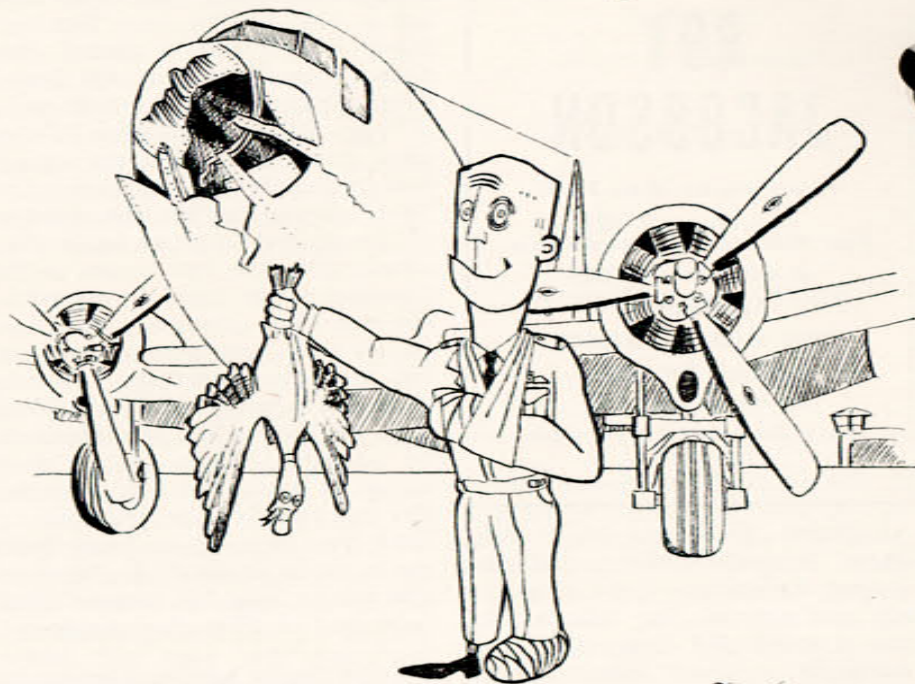
F/O McConachie and F/O Turgeon, against the advice of all their friends who know better, decided to get married anyway. Boys will be boys! Still all their friends from AI Squadron wish them the best of what married life has to offer.

Dak Squadron had a corn roast on the 7th Sept. The party was

organized by F/O Stan Hall and his wife. From what we hear it was a great success. Everyone got corn(ed) and roasted. The 60 people who attended are very happy to join the chorus and say "Thanks Stan."

A recent incident which could have had disastrous effects fortunately took a happy turn and provided us with the most unusual

duck-hunting story of the season. Returning from a recent night navigation flight at 1 a.m., a Dakota flown by F/O Gino Muzzatti and F/O Jim McCallum was approaching Winnipeg from the south. At an altitude of 4,000 feet, 25 miles south, the peace inside the aircraft was suddenly broken by the smashing of glass and tearing of metal as a duck (not identified) broke



through the cockpit and spread itself over Gino's and Jim's faces. The bruises acquired were very similar to those received by a thoughtless husband returning home late from a stag party. An investigation is presently under way to determine whether said duck had the proper clearance for flight in the area. However, Gino is not too anxious to press charges, as his own hunting licence was invalid. Suffice to say the aircraft returned to base without further mishap. Kidding aside, we'd like to say "Well done Gino."

This just about wraps up our goings-on for this month, so until next edition, check your undercarriage in the green when returning to the circuit.

—F/L Larry Corbeil

ED. NOTE: Apologies to Larry for omissions and errors in September issue.

### APPLIED RADIO SCHOOL

Greetings from "ELECTRON HEAVEN." This month the "Busiest and Best" school has, as usual, many great things in the "Mill."

Between propagation, prorogation, cathodes and catcalls, much happening, and yours truly shall attempt to transmit "The Word" to all and sundry.

Postings as usual are few and far between and some of the "Staffers" have applied for "Senior Winnipeg Citizens" badges. As our copy goes to press the only rumble in the school regarding new locations is the proposed move to the new G.I.S. This, of course, has caused many mixed reactions—especially from those who survived winters of "real cool" existence in our beloved building number two.

Seriously speaking, the move is being looked forward to and everyone is quite happily anticipating the day when the school begins operating out of the new quarters. Many of the Staff are putting in overtime to find solutions to problems associated with the move to the other side of the field.

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Leave, or the absence of it, seems to be the topic of the month this time. F/L Tom Crawford reports "weather clear, track fast" in the Northwestern Ontario and Seaforth areas. Seems that Tom had an interesting trip. (Broke that New-Yorker in just right I hear!)

F/L Bruno Klingbeil, our acting C.I., reports good fishing and enjoyable days in the Swan River area. I heard that it was a bit "damp" up there, too. (As a B.C. man would say—"liquid sunshine")

F/O Dick Haenni checked on road and vacation facilities in Weyburn and places west this month. Reports are that everything is under control in that area.

F/L Fred Pearson reports a good two weeks spent in the local area with short side-trips to points south of the border.

Yours truly had the fortune of visiting Northern Saskatchewan recently. Just by coincidence, duck season was open too! To all Nimrods goes an enthusiastic recommendation of that area for Ducks, Geese and later on Prairie Chicken. Excellent hunting in the Melfort, Prince Albert and Humboldt areas. All you need is a desire for good shooting, lots of ammunition and a healthy respect for Holstein Bulls. (Takes a fast runner to beat one to the fence!)

At press time F/L "Duke" Verhelst was heard to mutter something about "in December I'll take off for a cruise south, procedure or no. (&!\$ procedure)." Hope you make it, Duke!

By the way, F/L Tom Bangs covered the Calgary, Banff, Edmonton and Jasper areas recently. A

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regular Mountaineer, that man!

New faces around the school lately include five Officers on refresher training. The boys are having a reunion with the radio business after several years separation from it.

From R.U. Hamilton comes F/O Jim McCormick. R.U. London supplied us with F/O Frank Creamer, and P.S.U. (O.) supplied F/L Marcel Brooks.

F/L Joe Wilson arrived recently from 419 (AUX) Support duties and F/O Brian Heathfield comes to us from the R.A.F.

Good luck with refresher gentlemen, and don't forget—"M.A.C. needs you."

In the Morse Section the erstwhile members of the "Key Benders" union are very busy teaching the finer points of 22 WPM or SO to the aspiring "Yey Men" of the aircrew trades. Seems to be a bit of "Whitehorse-Shyness" around the Morse Section—wonder why?

T.D.-wise, several of the staff and all of 5610 RO are away at the moment visiting the Anapolis Valley metropolis of Greenwood on 5610's long range trip. Our C.I. F/L Art James and F/L Val Burdett from Comm Training are away in Eastern Canada in connection with the Queen's visit this fall.

Staff training trips are fairly numerous, and most of the staff manage to get "operational" fairly regularly.

Under the "old news" section is a belated farewell to S/L Delmotte who, at the moment, is up in the land of the of the midnight sun, and to F/L Jim Kupkee who has moved to higher things in Ottawa. Sorry to see both of these gentlemen leave, but duty calls, doesn't it?

Likewise, a big "welcome" to F/L Art James, our new C.I.

#### LAST MINUTE NEWS

F/O "Soup" Campbell is strolling around the hallowed halls with a very satisfied look on his face these days. This Toronto must be quite a place for leave.

#### FLASH TO ALL STATIONS

Low flying Lancer spotted on Portage Ave. near the Big "A"—outbound I.F.R., call sign is "Pour les Oiseaux."

Until next month, cheers from Applied Radio. "WALDO"

## LIBRARY CORNER

So you've had a pretty good summer on the whole and the fall is beginning to bring its new outlook . . . and all in all you are probably ready for some good solid reading. You will certainly find it at the Station Library.

Why not drop into the Library, located in the Old Drill Hall, and browse through the books, maga-

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#### TARMAC TALES

With the coming of autumn Servicing Squadron has taken on a new face to go with the changing scenery. There has been a big switch in personnel starting at the top with F/O A. Sjoberg taking over as OC from F/O W. F. Longley. Welcome to Servicing Sir, and may your stay with us be a pleasant and rewarding experience.

We also welcome WO1 H. D. Harragin from 1 R & CS, Clinton,

who has joined our ranks as Deputy OC of Servicing. Warrant Officer Harragin has promised to pass on some of the gen he has acquired on guided missiles to us through the medium of Voxair so we will be hearing more from him in the future.

There has been a flurry of men activity among the Senior NCO of Servicing Squadron as they prepare themselves for the coming Group 4 exams. We wish them all the best of luck and extend the same wishes to F/S H. K. Barlow and F/S G. W. Curties who leave this week for Camp Borden to attend the SSTS course.

Now that the snow and rain are well on the way, the new look has taken place around No. 11 hangar. We are mighty happy to see lots of nice lawn in front of the hangar after all this time. Next on the agenda should be a good parking lot for the gang down at No. 11.

F/S R. F. Hawes returned from B.C. with a lack of TAN but did not shrink from all the moisture out there. His new job will be with the Flight Safety Officer and we are sorry to see him go and wish him all the best on his next stop.

Replacing F/S R. F. Hawes none other than F/S Fisher-Smith from Dakota Repair. Doing a little checking, I see that the 24 new brooms that F/S Hawes brought into service are all gone; new top management sure sets to a lot of sweeping.

Latest release from our little home are LAC (Mich) Michaud to civvie street, LAC "newly wed" Kroeker to the farm with his bride.

Latest to tie the knot is our *leettle Frenchman*, LAC Paquette, who is down east spending his honeymoon. Congrats to you and your Mrs.—may all your troubles be "*leettle ones*."

We will also be missing one WO2 who has done much to lift the face of Hanger 11; WO A. Johnson masterminded the obtaining of material to put the saw and hammer crew to work. Cpls. Thompson and Sywak headed this group to produce one very smart coffee bar. The WO and all who had a hand in this production, thanks a million for a job well done. The pictures in your smoke room are from one of our ex-Chiefies, F/S Norm Dixon. We were sorry to see the Flight

transfer to No. 4 as, with Sgt. Petraites, they brought the Horseshoe trophy to No. 11 hangar. "NICE PITCHING, FELLOWS." (I mean F/S and Sgt.)

By the Grape-Vine, I understand if the AETechs would care for me proper "GEN," Cpl. Marc Lerc sports a certificate as a top man on Ignition Analyzers. His comment on the course: "It's a mighty fine course."

We have been under the impression that once one becomes a Sergeant he can sit back and cruise along having the lower ranks do his sweating for him. Times have changed as with this Group Four in the offing, the Sgts. are now sweating themselves. To Sgts. Williams, Lynch, Novak and Petraites, lots of luck and don't spare the mid-nite oil.

To the "fly boys" of No. 11 hangar, we have not been able to meet all the new ones, but we do know that you are with us. Welcome to Dak Flight—may your stay be a happy one. You also have a few among you joining the O.S.M.-R.B.S. (*Order of Smug Satisfied Males Removed From Bachelor status*.) To those, we of the ground crew wish our heartiest congratulations.

A few changes have been made in No. 2 hangar Servicing. F/S Barlow, who is NCO i/c AROS Servicing, has taken over from F/S Lawton, who went to Repair. Other new arrivals are: Cpl. Longaphie from No. 10 hangar, LAC Greeley from Repair and AC1's Munden and Swintak from 2TTS Camp Borden. We lost Cpl. "Dick" Atkins who went to the Crewman Section and LAC "Jimmy" Bell who was transferred to Chatham. Cpl. Longaphie will soon be leaving us for France. "Hope you enjoy it over there, Lou."

Congratulations to Cpl. and Mrs. L. P. Hudson, the proud parents of a baby boy, and to LAC and Mrs. N. R. Martin—a baby girl.

Cpl "Sid" Skinner has left No. 10 hangar for a tour of duty at No. 2TTS Camp Borden, and the hangar also loses the services of Cpl. Prindville, who leaves the section to take up new duties at Station Goose Bay. We wish them both the best of luck in their new duties and welcome their replacements, Cpl. Theede and Cpl. Prodnuk.

Our spies tell us another lamb

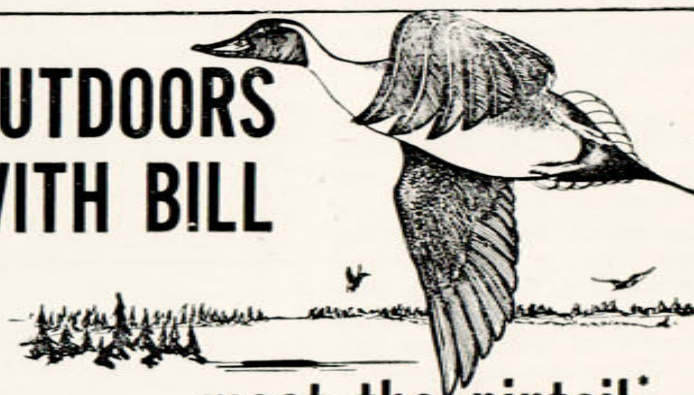
is being led to the slaughter in the near future. The latest victim is LAC Auger who, they say, put up a good fight, but come the 28th of September the wedding bells ring out. Welcome to the club, friend—the first five years are the hardest they say.

#### MITCHELL SERVICING

The cold weather finds life going on as usual in No. 4 Hangar with the odd arrival, departure and birth, which you may be interested in hearing about. Although some of the internal transfers have been

in effect for some time, just for the record, they are as follows: Cpl. Frank Chase is in from Saskatoon, and Cpls. Briggs, Butler and Dandurand are in from other parts of the station. LAC's Kitching and Tappin are here from Repair. Of course we didn't get these people without losing a few and some of these were: Cpl. Morden to Dak Repair, LAC's Pearson, Gantert and Morais, to Mitchell Repair. It seems strange sometimes not to have them around—however, we wish them luck in their new sections.

## OUTDOORS WITH BILL



... meet the pintail

When it comes to flying performance among our many wild ducks, top billing should go to the Pintails. Not only are they among the fastest and strongest fliers, but they can also perform the most amazing aerobatics as any duck hunter will tell you. In the Springtime, a mated pair will turn and twist in the air in such tight formation that it is hard to imagine how they avoid crashing. So close do they fly that occasionally their beating wings touch with a crackle like distant machine gun fire.

One of the easiest of our ducks to recognize, both male and female, have a very long neck and a long pointed tail which gives them their name. The glossy brown head and white neck and chest are easily recognizable marks on the drake and on both sexes the brown wing patch with the white bar at the rear are distinctive marks on the water and in flight.

Mama Pintail usually nests a considerable distance from water, often hiding her seven to ten buff green eggs under a bush or a clump of tall grass. A devoted mother, the Pintail will frequently stay right on her nest when approached by a human being and is most courageous in defending her loved ones.

Pintails are found all over the Northern Hemisphere and although they don't congregate in such huge flocks as the Mallards, their diet is very similar. Primarily a seed eater, they also eat a certain amount of marine animals and roots they grub from the bottom of the shallow sloughs they frequent. They often feed with the Mallards and from their excellent table qualities are almost equally prized by the sportsman.

Maybe the Pintails stick their long necks out when they go looking for a feed of grain on the stubble fields where the gunners are laying in wait for them. The lure of the farmer's fields is hard to resist in the fall. But the strong pointed wings that carry them incredible distances in migration flights are equally effective in getting them out of shotgun range in a hurry.

# DREWRY'S

THE CARLING  
BREWERIES  
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\*One of a series dedicated to the conservation of our Wildlife heritage.  
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Quite a few of our up-and-coming mechanics have been attending Trade Advancement classes with a view to attaining their Group three and a few more sheckels. LAC's Jock Meek, Wally Corbin, Sam Borduas, Jim Young and Ernest Robertson are the latest.

The latest from the home front brings news of a baby boy arriving for Barb and Michael Crowson, a baby girl for Helen and Gordie Keith and fairly recently, a baby boy for Carmelita and Johnny Crocker. Also proud parents of Baby boys are Mary and Bob Reed, and Barb and Roly Audit. Congratulations! You can see we've a pretty busy little group here at 4 Hangar.

More recently taken into the married ranks is LAC Fox. Merv and his wife are living at 480 Young Street in Winnipeg.

In the sports department, the horseshoe craze is over now and bowling seems to be taking over as Cpl. Crocker attempts to draw up a couple of teams from this hangar. Those not interested in bowling are cleaning their rifles and heading out to Netley marsh and neighbouring areas to shoot down a few ducks. Lou Barnes and Rex Kitching are two of the more enthusiastic ones so far. A little closer to home, some of the boys are getting extra rations from mushrooms. Those of you who thought LAC Lewis was doing toe-touches to take off weight are wrong. He was only catching mushrooms. The gophers are all gone now, so there's no more fun there.

As a matter of fact it looks more like winter every day. Work is proceeding in the hangar now to install a new heating system. Good luck, fellows — good luck, and HURRY!

Some more new faces around the hangar are those of the Bristol men carrying out mods' on some of our beloved (?) Mitchells. Among some of the changes involved are the addition of an engine analyzer, a new compass, (as if our pilots weren't good enough navigators!), and a change-over of the old Mk 2 air emergency brake system into an hydraulic system.

Two of our boys are trying to get to Repair with a view toward having their evenings free for night

classes. Ray Taylor and George Hardy are the studious ones. Still another of the hard-working members of the hangar is contemplating leaving us. Clem Dubois intends to take up civilian status and will probably work for AVRO at Malton, Ontario, if all goes well.

Also leaving us is Cpl. Ted Simmons, who will go to the Crewman section shortly. He and LAC Fogarty recently wrote their boards and passed, qualifying them for flying duties. Roly Fogarty will, however, remain here in 4 Hangar.

Another of our group has been moved into PMQ's—Shirley and Ken Overdale and their three boys are now in one of the apartments in 113 Block. The pleasant event was somewhat marred a few days later by the loss of their dog, "Duke." Any information about the animal, a golden Labrador Retriever, would be greatly appre-

ciated by all members of the family. Phone number is local 246.

All our Sergeants are very quiet these days, being deeply buried in Group 4 study material. Flight Dixon is about the only relaxed and happy one here as he already has his Group 4 and can afford to look like the proverbial canary-eater.

A tear and a moment for these two boys—Bill Mauriello is in the market for a pair of hip-waders to come to work in—it seems that his street is in an ill state of repair. Cpl. French, having just returned from leave in Loreburn, Sask., reports six flats on his car and trailer. Too bad, Merle . . . have to get a horse! Then you'll only have to worry about his sagging in the middle.

Now I must go—or I'm going to get painted along with the rest of the equipment for AOC's inspection.

### CROSSWORD PUZZLE

Solution to puzzle in Sept. Issue

ACROSS		DOWN	
1. Chess	38. Liens	67. Leers	32. Epee
6. Chop	39. Fix		33. Elsa
10. Each	40. Adore		34. Diaconate
14. Roque	41. Sane	1. Crate	35. Generator
15. Rive	42. Fob	2. Honor	36. Jib
16. Aura	43. Flense	3. Egger	37. Adept
17. Anger	44. Hug	4. Sue	39. Fog
18. Area	46. Polp	5. Sere	40. All
19. Stem	47. Organ	6. Crater	42. Fun
20. Toe	49. Son	7. Hired	43. Fane
21. Ester	50. Tole	8. Over	45. Hal
23. Geode	54. Snarl	9. Pea	46. Powder
24. Errs	55. Sewed	10. Easel	48. Greet
26. Led	57. Law	11. Automation	49. Serge
27. Salmi	58. Hate	12. Creditors	51. Olive
28. Hear	59. Cord	13. Hame	52. Later
30. Lay	60. Unite	22. Slag	53. Ewers
31. Ate	62. Otoo	23. Gay	54. Shop
33. Edging	63. Urge	25. Shine	55. Sore
36. Jay	64. Lever	27. Say	56. Dull
37. Atop	65. Pert	29. Ens	59. Cup
	66. Peer	30. Lax	61. Nee



Situated behind one of the slab foundations are a number of Metropolitan Construction Co.'s new PMQ units in various stages of near completion at the new PMQ development.

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