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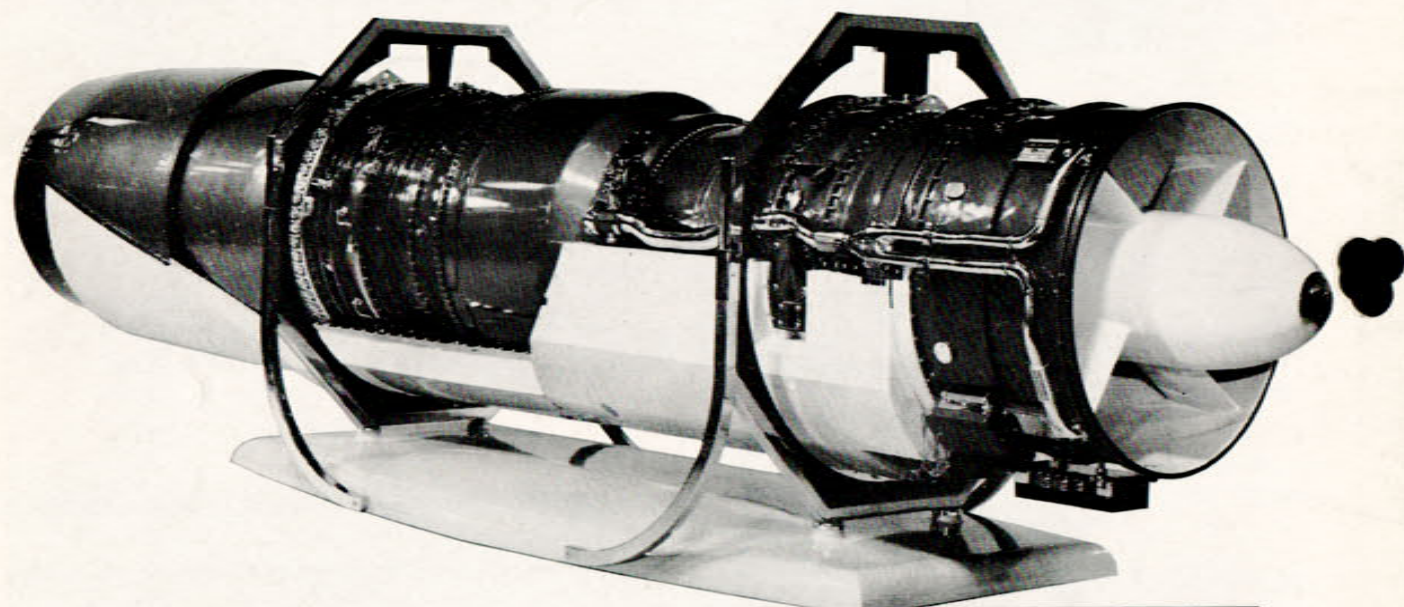
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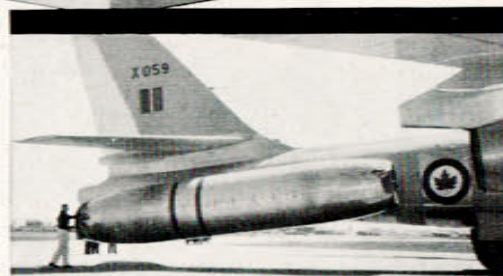
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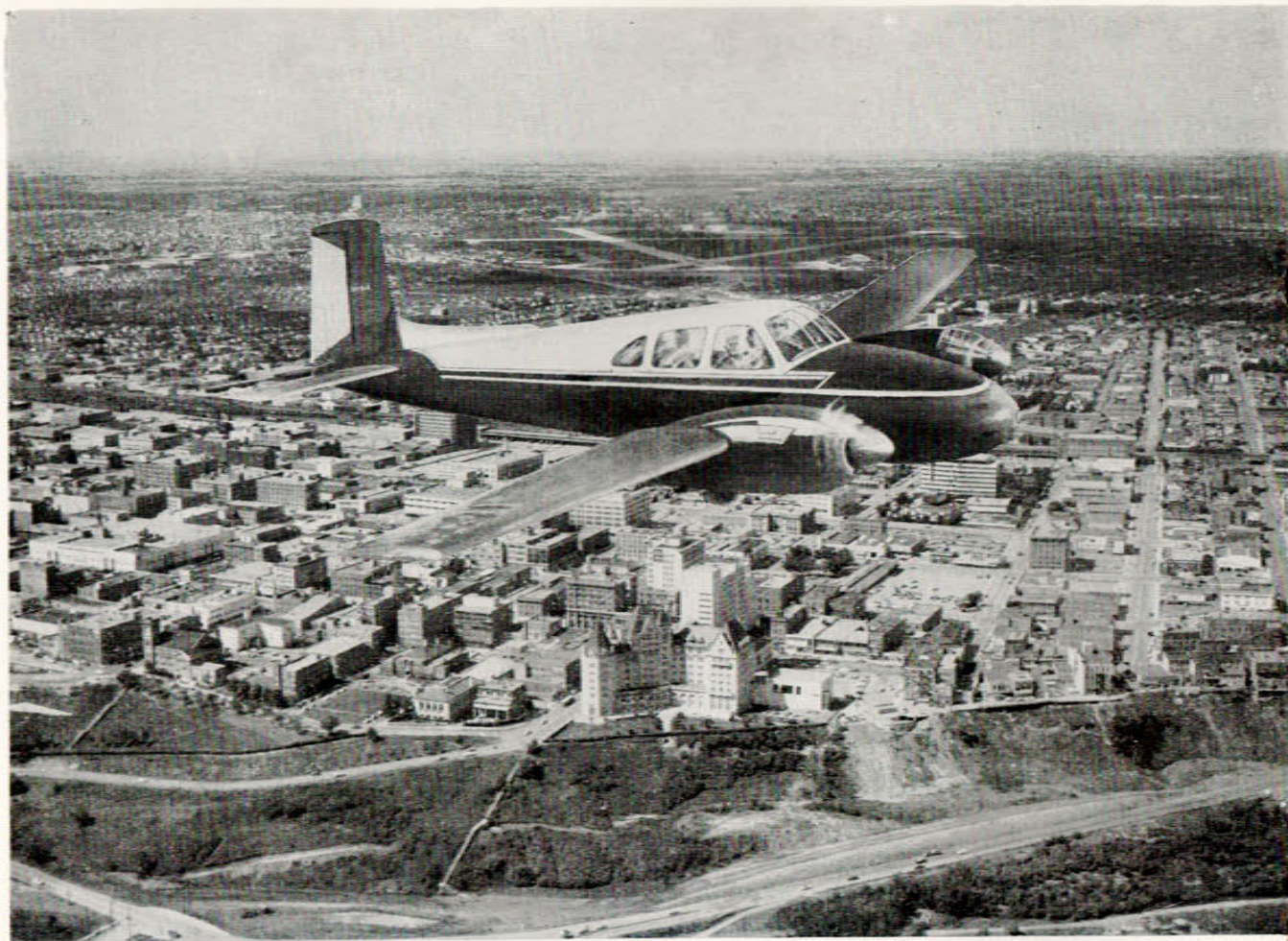


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AN AIRFORCE NEWSMAGAZINE

VOLUME 6, NO. 7

SEPTEMBER, 1957

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Upper left
Smoke Filled Room

The family should be taught what to do if they should wake up in a smoke-filled room. Carbon monoxide fumes generated by fire are dangerous, and they rise, so show the family how to roll out of bed onto the floor and cover their faces quickly with whatever is handy, then crawl, not walk, to the nearest exit.

Center left
The Clothing On Fire

Have the children practice rolling in a rug or blanket leaving the face exposed. This will smother the flames.

Lower left
Family Instruction

A member of the station fire department instructs a PMQ family (Cpl. and Mrs. E. Roberts) in proper procedures to be followed in the event of fire in their home.

Upper right
The Escape Rope

Equip bedrooms with an escape rope knotted every foot and sufficiently strong to bear the weight of the heaviest member of the family (Strong sheets may also be used). Have everyone practice lowering the rope and securely knotting sheets as well as tying the end to a bed frame or a piece of timber which is longer than the width of the window.

Lower right
The Closed Door

Train the children to close the bedroom door quickly on noticing fire in an adjoining hallway. If already closed, feel it with the palm of the hand and if hot, leave it shut and seek another means of escape. If smoke filters under the door extra time may be gained by stuffing a rug or blanket against the lower crack.

FIRE PREVENTION WEEK

OCT. 6-11

You'd be alarmed if your children weren't taught how to get out of a burning school. But have you told them what to do if fire threatens your home? Have surprise drills at night, waking the children without warning. It may seem heartless, but it's better to lose a little sleep than a life.

This matter should be treated seriously. Work out a systematic drill and explain it thoroughly but stay away from frightening aspects.

Fire Prevention Week this year occurs October 6-11. The Air Force fire department wishes to emphasize during this period the efforts made by everyone to prevent fires during the entire year.

The major cause of disastrous fires is carelessness. You can reduce the possibility of fire by taking common sense precautions. Make sure your matches and cigarettes are dead out before you leave them, and never smoke in bed. Keep matches out of reach of children. Keep your cellar (or attic) free from piles of old papers, rags, and other fire kindling materials. Replace frayed electrical cords. Don't use or store flammable liquids (gasoline, benzene, etc.) indoors. Have your heating system checked once a year. In these and many other ways, CAUTION can help to prevent fires. When fire prevention fails and a fire results remember:

Call the Fire Dept. immediately (LOCAL 206).

Get your family out of the house.

Use the nearest alarm box. If you phone the fire department, send someone to the alarm box or to a neighbor's phone (yours may have burned out or, in the excitement, you may report your location inaccurately). Then, aim a proper type extinguisher directly at the burning object. Do your fighting

from a doorway or other escape route. If possible, confine the fire to a room by closing the door(s). Never open a door if it is not open.

If trapped by fire, remember the air is better closer to the floor. Don't jump from upstairs windows. Wait for the firemen.

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A Peek at the ...

NEW PMQ's

by Cpl. AL FROGLEY
Photos by Cpl. Don Askett



Side wall being pre-fabricated on jig and template

Probably the first question that a Married Officer or Airman asks on reporting in to Station Winnipeg is where can he obtain accommodation for his family. The Metropolitan Construction Company is appropriately answering this housing problem as evidenced by their expeditious advance toward completion of a large number of the new Permanent Married Quarters.

Plans to expand the housing facilities here got underway last Spring, as Metropolitan commenced construction of the storage and assembly buildings on the North side of Ness Avenue. Since that time, progress has advanced at a satisfying rate, until at present there are 30 homes almost ready for occupancy, with countless others in varying stages of completion. By the end of September families will be moving in at the rate of between five and seven families each week.

Eventually there will be 430 homes available, each equipped with a refrigerator, gas stove, and window blinds. In addition to this equipment, each unit will be provided with private driveways and, to provide adequate protection

against the elements, Natural Gas Furnaces. With an eye toward the artistic side of the Project, Metropolitan is planning to landscape the entire development, having taken great pains to see that wherever possible, trees were left standing, in order to alleviate the "bald prairie look."

The new homes will be of nine different types, varying in size from a 4-room 2-bedroom bungalow to a 7 room, 4-bedroom two-storey house. One rather unique type of foundation is being utilized in the smaller units, called a slab foundation, which eliminates the wastage of space usually prevalent in small

bungalows. In this type of foundation, the ground is first cleared of all roots and obstructions, after which about sixty yards of finely crushed gravel is spread over the area. The gravel is spread into a shape resembling a low, flat-topped pyramid, being about 16 inches at the centre, and tapering off to ground level at the outsides of the square. After the plumbing and heating piping has been placed in position, a composite layer of heavy roofing paper is layed over the entire surface. Heavy (5/8") reinforcing steel mesh is then placed in position over the base and concrete is poured over the entire structure, being leveled off on top. This pyramid type of structure gives maximum strength at the edges to support the walls and is economical in that waste is eliminated at the centre by making the "slab" thinnest at this point. The house is then, of course, built on this slab. The larger houses of the development have the usual full basement.

Three hundred workmen are being employed by Metropolitan on this project. Number 1 Spruce and Fir lumber is being brought in at the rate of three to four carloads each week for use in the construction of the walls and interiors, while 3/4" plywood is being used exclusively in the sub-flooring. Jigs and templates have been set up in the construction yard on Ness Avenue where the wall and rafter assemblies are built before

TYPES OF HOUSES TO BE BUILT

No. of Houses.	No. of Rooms.	No. of Bedrooms.	Type of House.	Type of Foundation.
26	4	2	Bungalow	Slab
100	5	3	Bungalow	Slab
52	6	3	Bungalow	Slab
18	5	2	Bungalow	Slab
40	6	3	Bungalow	Slab
60	6	3	Bungalow	Basement
80	5	3	1 1/2-Storey	Basement
20	6	3	2-Storey	Basement
34	7	4	2-Storey	Basement

being installed on the units. On assembly, the outer walls are covered with a sheathing of 7/16" asphalt fibre board.

The long construction shed on Ness Avenue houses the various carpentry shops where the mahogany doors, storm doors, and sashes are built; the beams and uprights, etc., are cut to proper length; the various cupboards and built-ins are constructed. A plumbing shop where the piping for connections to the water supply and sewers are put together is also included in the shed.

The overall planning of the houses was done by the Central Mortgage and Housing Architects,



Carpenter putting hardware on one of the mahogany doors.

in conjunction with Pratt and Lindgren, the firm of architects for Metropolitan Construction. Their plans call for outer wall insulation consisting of two inches of fibre glass, the inside walls being finished in Gyproc. The floors are



Preparing of Slab Foundation for the pouring of concrete

of linoleum tile with different patterns in each room. Those houses built on the slab foundation will be provided with a utility room.

The exterior finishes of the homes are varied, some being entirely brick, while others are combinations of stucco and brick. A pleasing effect of the outward appearance of the development as a whole is achieved by the use of bricks of varying shades, removing the monotony of houses of all the same colour. To compliment these

fine homes, two parks of 3½ acre size, have been planned which, with the proposed School with its 7-acre site, complete with a big playground, should make these PMQ's a very pleasant location in which to raise a family.

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MUSIC with MAUREEN . . .

Hi! Hasn't the weather been marvellous lately? Here's the news on the latest single and long-playing records, with some items of interest.

Here are the nation's top tunes as of the 17th of September:

- 1.—Diana.
- 2.—Honeycomb.
- 3.—That'll Be the Day.
- 4.—Rainbow.
- 5.—Tammy.
- 6.—Mr. Lee.
- 7.—Goldmine in the Sky.
- 8.—Stardust.
- 9.—Goody-Goody.
- 10.—And That Reminds Me.

THERE AND AROUND

The other night I attended a practice of Winnipeg's newest and best singing group, The Gems. The boys range in age from 16 to 19, with Jim Stewart singing tenor, Wayne Jones — baritone, Ken Duguid—bass, and Don Milne—the lead. The boys started their program by singing "I Wanna Say Hello," and in the middle of the song the rest of the group sang in the background, while Don Milne stepped forward and introduced the group. They sang a song I hadn't heard for quite sometime, called "Fools Fall in Love," and I have never heard it done better. Other songs included were: "Some-day," "Sentimental Journey," "Rock and Roll Rag," and "Honey, Honey." I thoroughly enjoyed their singing, and I'm sure the boys will go far if they stick together. If you are interested, these boys are available for dances and parties, and you can reach them by phoning their manager, Kurt Miller, at SUNset 3-1984.

HAVE YOU HEARD?

That man of relaxation, Perry Como, has a new release called "Dancing," backed with "Marching Along To The Blues." Although this isn't quite up to the high

standards of his other releases, it is very enjoyable. . . . Gogi Grant, the "Wayward Wind" girl, has a marvellous record out, called "It's a Wonderful Thing to Be Loved," with "That's the Life For Me" on the other side. . . . One of the nicest records I have heard in some time is Della Reese's latest "And That Reminds Me." . . . Buddy Knox is back again with another hit, "Hula Love." At the rate they are playing it on the radio, it should hit the charts—belong long. . . . "Deep Purple" is being revived by Billy Ward and the Dominoes. The flip,

sides, a group of standards taken from his NBC radio shows, have sufficient "Miller Moods" to satisfy his loyal fans. Vocals are by Johnny Desmond. . . . "Stormy Weather," a new Lena Horne album now available, is quite a powerful package, with her smart and sassy delivery of each song. All I can say is—WOW! . . . An original long play record is very seldom, but now anyone for "Music For Tired Golfers." The titles cleverly suggest events what could happen in an average day of golf, such as: "Little White Lies," "Suddenly There's a Valley," and of course "The Tender Trap." This should provide a topic for conversation. . . . "The Song Is You," melodies by Jerome Kern, played by David Rose and his orchestra, is a very enjoyable record. If you want relaxing music, what better could you find than "Smoke Gets In Your Eyes," "The Way You Look Tonight," and others.

For those who enjoy the heavier and more serious type of music, there is "Persephone" by Stravinsky, played by the New York Philharmonic. Beautifully orchestrated, this record can afford many hours of listening enjoyment. . . . The ever-popular works of Mozart, and in this case the 39th and 40th Symphonies, are played by the Royal Philharmonic Orchestra. Despite quite heavy competition on both of these works, this is the up-to-date Beecham recording that the connoisseurs have been waiting for.

Can any of you remember the Orson Well's broadcast, "War of the Worlds," which panicked half the nation? Well, now it's on a record. The record should be released shortly, and it seems to me it should be quite interesting. . . . The Hi-Lo's unique vocal group will be in town shortly, and for the jazz fans, it would be well worth your time to go and see them.

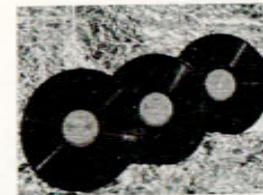
That's all for this month. I'll be seeing you.

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"Do It Again," is a lively calypso written by Ward himself. . . . The most played single record right now is "Moonlight Swim," by Nick Noble. In my opinion, it couldn't happen to a nicer guy.

Still heading the list of long plays most played by disk jockeys is Frank Sinatra's "A Swinging Affair." It's still the greatest. . . . For those who like Glenn Miller's music, and there are quite a few, a new album called "Marvellous Miller Moods" by the Glenn Miller Army Air Force Band on Victor will be released shortly. These



LAC Parker

Personality

F/L
FRANK
WILSON

work in the fields of Latin and French.

In 1949 he rejoined the Air Force in the Education Branch. He served at the old North-West Air Command as Command Visual Aids Co-ordinator from 1949 to 1950. In 1950 he went to Aylmer as a member of the staff of the Academic Training School. From 1951 to 1954 he was the Station Education Officer at Gimli, and from there he went to Centralia as Assistant Director of Academic Training. He came to Winnipeg as Station Education Officer in 1956, attaining his present rank of Flight Lieutenant in 1952.

He was married in 1939 to Miss Joanne Skaptason, and they have three children. His eldest daughter, Joanne, 16 years old, will be entering the University of Manitoba this September as a scholarship student to study Commerce. Carolyn is 15 and is in High School, and Frank, 11, is entering Junior High School.

F/L Wilson's main sport is bowling, in which he has won several trophies. He also does quite a bit of curling. His main love, however, is bridge, so if anyone is looking for a ready and willing fourth here's your man.

By CPL. BILL BAMBRICK

Congenial Sgt. "Don" Ankers is one of the Aero Engine Supervisors in the Dakota Repair Section. Don was born in the Old Country (England), in the town of Malden, Essex. He was educated in his home town at the Malden Grammar School, where he took great pleasure in participating in the various sports activities at the school. He was particularly interested in long distance running, managing to secure his place in the Malden Hall of Fame by winning several prizes in this sport before leaving his native land for Canada in 1922.

When he moved to Canada with his parents, they bought a farm and settled in the London area of Ontario. He remained there farming until, in September, 1942, he joined the RCAF. AC2 Ankers began his Air Force career at Galt, Ontario, where he undertook his Basic Training. From Galt he was posted to the Manning Depot at Lachine, Quebec, and on completion of "Boot Camp" was sent to the Technical Training School at St. Thomas, Ontario. It was here at St. Thomas that Don was taught the finer points of the Aero Engine trade that he has put to such good use.

From TTS he was transferred to Centralia in August, 1943, where he remained until, in March, 1946, he was again moved to Stn. Trenton (South Station). His stay there was a brief one though, as he was transferred in November, 1946, to No. 6 Repair Depot, just across the field. While in Trenton, Cpl. Ankers was married to a hometown girl, Betty Hodges, from Lucan, Ontario. Mr. and Mrs. Ankers spent a very happy six

Personality

SGT.
DON
ANKERS



LAC Parker

years at Trenton until, in May, 1952, just six years to the month after their marriage, they were transferred to Camp Borden. Don was promoted to his present rank at Camp Borden in October, 1954, having been previously promoted to Corporal at No. 6RD in April, 1951.

After a four-year stay at Camp Borden, Don was again transferred—this time to his present location at Dak Repair, Station Winnipeg, where he has served ever since. He came to us here in May, 1956.

There are two children in the Ankers family—Brian, the younger,

is almost five, while his daughter Linda is nearly nine years old.

Don's hobby is wood-working—a craft in which he is quite skillful. He may be seen busily at work any night in the Station Hobby shop, where he works part-time in the evenings. As for sports, he prefers boating and fishing, being an "out-door type."

Don has only returned to his native England once—way back in 1935, when he worked his way across on a cattle boat for a short visit. Since then, he has decided to make Canada his home. He must like it here!

By F/C D. ROBINSON

F/L Frank Wilson was born in 1918 in Comer, England, but at the very tender age of six months moved to Canada to live in Montreal. In 1920 the family moved to Winnipeg, where he attended Luxton Elementary school and St. John's High school. He was a scholarship student at St. John's College, Winnipeg, where he received his B.A. He then took his Diploma in Education at the University of Manitoba. In 1941, after teaching school for two years at Swan River, Manitoba, and St. James Collegiate here in St. James, he joined the Air Force.

He was in the Administration Branch for almost two years, serving at Vancouver and Portage, attaining the rank of sergeant. In 1943 he remustered to aircrew as a Navigator and later remustered to Wireless Air Gunner. He attended ITS at Edmonton and took his wireless training at Calgary. He received his Wireless Air Gunner's Wing and graduated as a Pilot Officer in 1945.

After demobilization he returned to the University of Manitoba for three years, taking post-graduate

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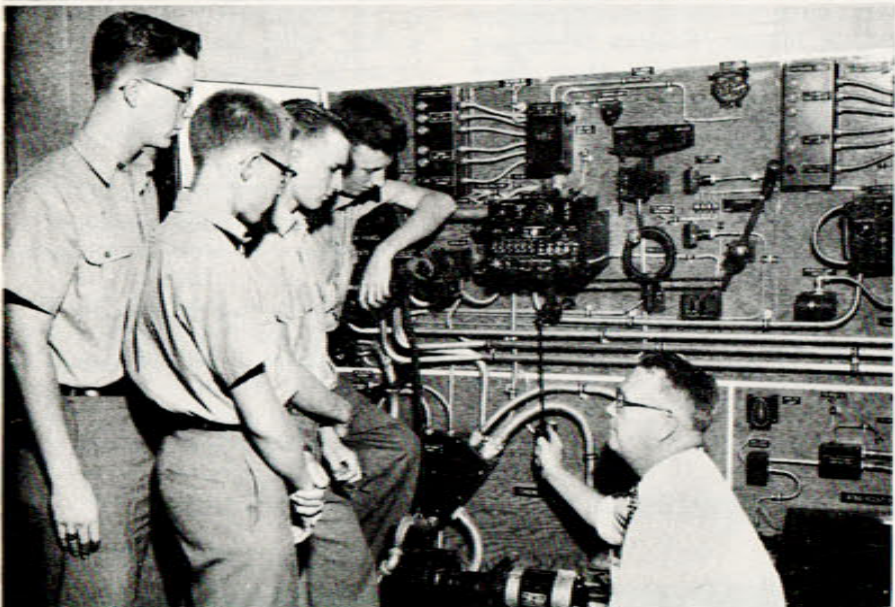
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TRADE DEMONSTRATION CLASSES IN ACTION

Upper Left:
A group of RTTP tradesmen receive radar scope practical training.

Centre Left:
A group of airmen and airwomen of the plan learn the finer points of typing.

Lower Left:
Future Aero Electricians view a mock-up of a typical aircraft electrical system.

Upper Right:
Two Safety Equipment tradesmen learn the art of servicing.

Lower Right:
Flying control trainees check local area maps.

LOCAL YOUTH TAKES ON A SERVICE LOOK

By CPL. RON BAYNES

For over two hundred teen-agers, this summer has been both pleasant and profitable. These are the High School students who have traded windbreakers and sideburns for TW's and the military haircut to spend their vacations at RCAF Station Winnipeg under the Reserve Tradesmen Training Plan.

The RTTP, which is conducted in order to introduce Canadian youth to RCAF life, covers instruction in twelve different Air Force Trades. Locally the training is conducted by 3052 Technical Training Unit. When the TTU's activities ended in August, Instrument Technicians, Aero Engine Technicians, Clerk Typists and Fighter Control operators were among the tradesmen graduated. In addition to training tradesmen, the RTTP this year is instructing senior members of the Air Cadets who will themselves become instructors in their local squadrons.

Such a wide range of subjects calls for a large and skillful instructional staff. This is composed of both Regular and Reserve Personnel. The Reservist instructors are skilled tradesmen themselves, though their civilian occupations range from school teacher to housekeeper. Commanding the unit is S/L W. R. Lee, who when not in RCAF uniform is principal of Winnipeg's King Edward Public School.

All work and no play is a warning which has been heeded by the planners of the TTU curriculum. The recruits undergo highly concentrated technical training in their class rooms. Continuous drill brings their airmanship up to the standards required by the RCAF. But there is also a thorough sports program including baseball, volleyball and swimming. Highlights of this program was a sports meet on 7th of August. Winners in this competi-

tion were presented with prizes by G/C G. F. Jacobsen, CO, RCAF Station Winnipeg. Another welcome diversion was a flight to RCAF Station Portage la Prairie where they had a ringside view of the operational and technical workings of a pilot-training base.

The summer's work wound up with the Trade Board Examinations. Those who passed will move up to Group One Trade Proficiency status.

A graduation parade was attended by the trainees' parents. A/C H. H. C. Rutledge, Group Commander of 14 Training Group, inspected the students and presented awards at the conclusion of the summer training period.

What happens to the students then? Most will return to school in

their homes as far away as Fort William and Flin Flon. And if past experience is any indication, many will continue their training with the Auxiliary on nights and weekends. Others will join the RCAF Regular with the advantage of their prior training. For all of them, the summer of 1957 will have been a success. They have received valuable training, have widened their scope of experience, increased their usefulness as citizens, and have been paid while they learned. The RCAF has benefitted also by an increase in the number of trained personnel indoctrinated in service life.

To all responsible, trainees and instructors, regular and reserve, VOXAIR offers congratulations on a fine accomplishment.

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OCTOBER, 1957, THEATRE SCHEDULE

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

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 Beau James	2 Rose Marie	3 Mister Roberts	4 The Fastest Gun Alive	5 Davy Crockett* Green Fire†
6 Gunfight At The OK Corral	7 Hit The Deck	8 The Sweet Smell of Success	9 Drango	10 Run for the Sun	11 Omar Khayyam	12 Tarzan Escapes* The Little Hut†
13 High Society	14 Twelve Angry Men	15 Hell On Frisco Bay	16 Interrupted Melody	17 The King and Four Queens	18 20,000 Leagues Under The Sea	19 Billy The Kid* 10,000 Bedrooms†
20 An Affair To Remember	21 Loving You	22 I Died A Thousand Times	23 Bad Day At Black Rock	24 Men In War	25 Kronos	26 The Yearling* The Big Land†
27 Designing Women	28 Count Three And Pray	29 The Delicate Delinquent	30 The Second Greatest Sex	31 Johnny Concho		* Matinee † Night

OFFICERS MESS

- 1 Oct.—Officers' Wives Club Dinner Meeting, 1900 hrs.
- 5 Oct.—"Ball of the Season"—Fall Formal, Receiving line at 2100 hrs.
- 11 Oct.—Stag Party at 1750 hrs.
- 12 Oct.—Bingo and Dancing, Buffet Lunch at 2330 hrs.
- 18 Oct.—Stag Party at 1750 hrs.
- 19 Oct.—Informal Dancing to Hi-Fi, at 2100 hrs.
- 20 Oct.—Candle Light Dinner and Movies.
- 26 Oct.—Informal Dancing to Hi-Fi at 2100 hrs.
- 6-13-20 Oct.—Bring the Ladies to Dinner and the Movies.



SERGEANTS MESS

- 5 Oct.—Bingo and Dance.
- 15 Oct.—General Mess Meeting and Party.
- 19 Oct.—Bingo and Dance.
- 26 Oct.—Annual Vet's Day (1400 hrs.)

CORPORALS CLUB

- 5 Oct.—Informal Dance.
- 15 Oct.—General Mess Meeting.
- 19 Oct.—Informal Dance.

AIRCREW TRAINEES MESS

- 4 Oct.—Wings Graduation Dance.
- 12 Oct.—Informal Dance.
- 15 Oct.—General Mess Meeting.
- 19 Oct.—Monte Carlo Night.
- 25 Oct.—Wings Graduation Dance.
- 6, 13, 20, 27 Oct.—Film Nights, 2030 hrs.

FACILITIES

Dry Canteen	Press Shop
Mon. to Fri. 1000-2000	Mon. to Fri. 0900-1830
Saturday 1000-1600	Sat. and Sun. Closed
Snack Bar	Barber Shop
Mon. to Fri. 0900-2300	Mon. to Fri. 0900-1300
Saturday 0900-1700	Saturday 1400-1830
Sunday 1000-2300	Sat. and Sun. Closed

Protestant	1100	Roman Catholic	1705
Sunday Services:	1000	Mass Daily	0845-1000-1115
Sunday School	2000	Sunday Mass	1930
(Sept. to June)		Choir Practice	
Choir Practice		(Every Monday P.M.)	
(Every Thursday P.M.)			

AUTO CLUB

Mon. to Fri. 1200-2200
Saturday 100-1800

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10, 11 & 12 yr. olds—0900-0959 hrs. 8 & 9 yr. olds—1000-1050 hrs.
6 & 7 yr. olds—1100-1150 hrs.

MONSTER BINGO NIGHTS

Every Wednesday throughout October, 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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... meet the mallard*

There is something about the Mallard that places him top on the list of the wild ducks. Artists delight in his jaunty green head, white collar and chestnut breast. Bird watchers look for him among the early Spring arrivals on the prairies, and Sportsmen prize him for his wonderful eating qualities. However, many farmers take a dim view of his fondness for grain, especially when rainy weather holds up harvest operations and literally clouds of hungry mallards drop in for supper.

While Papa Mallard is brightly adorned in half a dozen brilliant colors, Mama's coloring is comparatively dowdy but her brown coloration is splendid protection when she is about her business of raising a family. Both male and female carry the distinctive violet wing patch bordered with white.

In early summer when Papa is certain that Mama has got the job of bringing up the family well under control, he high-tails it for some great stag party the rest of the boys have lined up in the far North, but late in the Fall, when the grain is ripe, the drakes come down for a real feed in the barley fields before they head South on their winter vacation.

The Mallards are puddle ducks or surface feeders and get most of their food in shallow water, or on dry land. While most of their food is seeds and marsh vegetation they do eat a certain amount of animal food especially water snails and insects. Unlike the diving ducks, the Mallards can take off and land almost like a helicopter. Surprise a Mallard during the hunting season and you would think he had a jet assist for his take off. The Mallard is found almost all over the world and it is believed that they were the ancestors of most domestic ducks.

A down-east relative of the Mallards is the Black Duck, sometimes called Black Mallard, who wears a sooty uniform with lighter head. Their purple wing patch is bordered with black and, like the Mallard, is clear white under the wings. He is rarely found further west than Manitoba.

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VOXAIR VIXEN

Donna Barret

As a salute to the RCAF-Blue Bomber Football Day on Sept. 21, 1957, VOXAIR proudly features Miss Donna Barrett, the captain of the Blue Bomberettes. Ordinarily employed as a lab. technician at Swift's, she may be regularly seen at all Blue Bomber games.

Photo by Cpl. D. Askett

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VOXAIR VIXEN

Donna Barret

WINNIPEG

AUTOMOBILES

VIEW OF TRENDS AND DEVELOPMENTS

QUEEN VISITS RENAULT FACTORY



H. M. The Queen, while on a state visit to France, dropped into the Regie Renault to inspect the factory and sign the gold book. In the accompanying photograph, she is shown signing this

book with Prince Phillip standing on the far right. In the centre of the shot is the English-assembled Renault Dauphine in blue, which was presented to the Queen on behalf of the company.

REDUCED GAS MILEAGE OF 1957 MODELS

A feature of this year's domestic cars that remains studiously unsung is the increased fuel consumption. The reason—cubic capacity of these engines has now reached the point where thermal efficiency at part throttle openings (cruising speed) is poor. If, instead of this huge surplus of power at road speeds, the manufacturer could give us an engine just so big that cruising power would coincide with maximum torque, then we would see our best fuel consumption figures. For instance, Oldsmobile had a reputation for being an economical big car; yet, in this year's model, with its 371 cubic inch engine you'll be lucky to average 16 m.p.g., at cruising speeds. The same holds true

for Buick or Cadillac. As for Chrysler and their new look—don't look for more than 11 m.p.g., around town and 16 on the highway. If your eye falls on the Ford, look at the 'sixes' if you wish to see more than 17 m.p.g., on the road. Probably the only new cars that can compare favourably economy-wise in the vee-8 field are the Chevrolet, Rambler and Studebaker.

Roger Huntington, writing in the Autocar, gives us one of the reasons when he states that we are simply 'using' more h.p. now than ever before. Another fact mentioned for fuel increases is the modification made to basic engine designs to ensure better utilization of the extra cubic inches—bigger carbs, larger inlets, etc.; all of which add up to an engine that operates efficiently at 4,000 rpm. Cruise at 60,



By PETER McLOUGHLIN

using 35 b.h.p., and it is another story. It appears that the gas mixture, at these loads, doesn't have sufficient velocity to do a decent job of feeding the proper fuel/air portions to all eight cylinders—the carburettor has to be jetted rich to keep the lean cylinders out of trouble, and there goes the gas mileage! The innovation of "secondary barrel shut-off valves" to compensate for the over richness at low speeds helps, though it begins to look as if the attempt to maintain 15-20 m.p.g. with 400 cubic inch, 300 b.h.p. engines is going to be a king-size headache.

A further significant factor in this year's fuel battle is that our all-new low silhouette bodies are anywhere from 100-300 lbs. heavier than in '56. Wider bodies, more glass, more elaborate interior upholstery, etc., have all helped in this upping. Rather odd that technological advances in our great economy insists on putting this weight up year by year instead of the other way 'round.

So much for fuel consumption. This year's 14-in. wide-section tires haven't affected handling—as was originally feared. Some even predicted that they would roll off the rims. They haven't, and ride has shown a decided improvement. If you have to take your new 14" tire off the rim, please ENSURE that the mechanic is using the 14" tools, and not last year's 15", otherwise it's a ruined tire.

M.G. RECORD ATTEMPT AT UTAH—1957

The M.G. Car Company Limited announce that they will again be going to the Bonneville Salt Flats, Utah, U.S. in August, to make further attacks on International Class F. (1500 c.c.) records.

An entirely new record car, embodying many advanced design features, is in course of construction. This car is to be driven by Stirling Moss, and speeds of the order of four miles per minute are intended.

At the present time, the fastest speed recorded by a 1½ litre car remains that of 204.2 m.p.h. achieved by Lt. Col. A. T. Goldie Gardner in the M.G. Record Car, EX.135, on the Reichsautobahn, in 1939.

THE WOLSELEY 1500

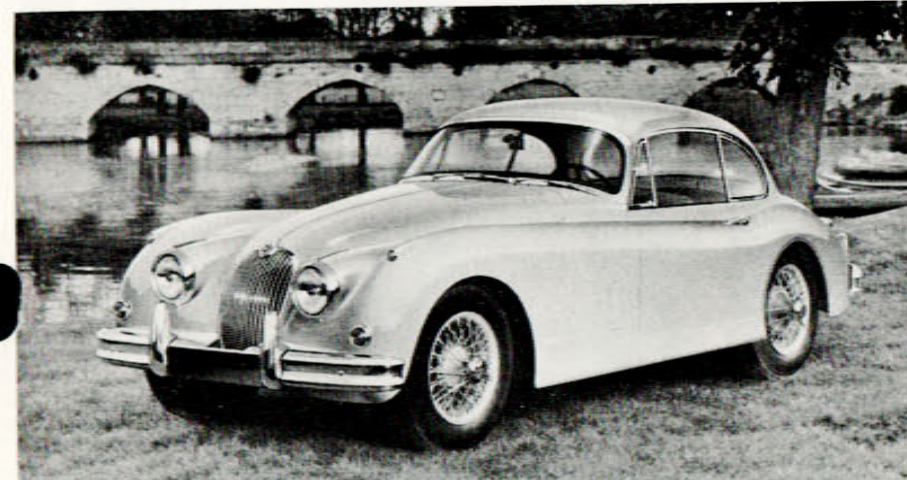


The latest B.M.C. product falls in size between the Morris Minor and the A55—a compact four seater of good performance and attractive lines that might sell well in our economy class if

imported. Top speed is about 80 allied with a fuel consumption of 40 m.p.g. Price would likely be \$1800—\$1900. Specifications are shown below.

ENGINE		CHASSIS	
No. of cylinders	4 in line.	Brakes	Lockheed hydraulic; 2 L.S. front, L. and T. rear.
Bore and stroke	73.03 x 88.9 mm (2.875 x 3.5 in.)	Drum dia and width	Front, 9 x 1½ in; rear, 8 x 1½ in.
Displacement	1 489 c.c. (90.88 cu in.)	Suspension: front	Independent, wishbones and torsion bar.
Valve position	Overhead, pushrods.	rear	Live axle and half-elliptic springs.
Compression ratio	7.2 to 1.	Dampers	Armstrong piston type.
Max b.h.p. (nett)	43 at 4,200 r.p.m.	Wheels	Ventilated disc 4 studs.
Max b.m.e.p. (nett)	123 lb sq in at 2,600 r.p.m.	Tyre size	5.00 x 14 tubeless.
Max torque (nett)	71 lb ft at 2,600 r.p.m.	Steering	Rack and pinion.
Carburettor	S.U. H2 semi down-draught.	Steering wheel	Three-spoke, 16½ in dia.
Fuel Pump	S.U. electric.		
Tank capacity	7 gal (31.8 litres).	DIMENSIONS	
Sump Capacity	7 pints (4 litres).	Wheelbase	7 ft 2 in (219 cm).
Oil filter	Full flow Tecalemit.	Track	F 4 ft 2½ in (129 cm); R, 4 ft 2½ in (128 cm).
Cooling system	Pressurized-pump, fan and thermostat.	Overall length	12 ft 7¼ in (385 cm).
Battery	(Home); 51 amp hr (Export); 38 amp hr port.	Overall width	5 ft 1 in (155 cm).
		Overall height	4 ft 11¼ in (151 cm).
		Ground clearance	6 in (15 cm).
		Turning circle	34 ft 3 in (10.44 m).
		Kerb weight	2,060 lb, 18.8 cwt (934 kg).
TRANSMISSION		PERFORMANCE DATA	
Clutch	B. & B. 8 in dia s.d.p.	Top gear m.p.h. at 1,000 r.p.m.	18.5
Gear Box	Four speeds, synchromesh on 2nd, 3rd and top; central remote lever.	Torque lb ft per cu in engine capacity	0.78
		Brake surface area swept by linings	160.
Overall ratios	Top, 3.73; 3rd, 5.12; 2nd, 8.25; 1st, 13.57.	Weight distribution (dry)	Front, 56.6 per cent. Rear, 43.4 per cent.
Final drive	Hypoid bevel, 3.73 to 1.		

THE JAGUAR XK150



The new Jaguar XK.150 Fixed Head Coupe fitted with Dunlop disc brakes on all four wheels.

JAGUAR ANNOUNCE THE 150

Within a month or two you will be seeing these snappy replacements to the XK 140 series on the streets. First impressions, from the North American viewpoint—and, let's face it, that is the major force behind the re-design are very favourable. Basically, the price will remain the same; that is around the \$4600—\$4800 field. Add \$300 for the special equipment models, and \$200 for automatic transmission.

Technical changes, noticeable to the eye, are—wrap around wind screens, 12" single pad disc brakes standard on all wheels, roomier interior, redesigning of cockpit and fenders, plus the addition of the 3.4 grill. Leather replaces wood on interior fittings and, as well, there is a foam rubber leather-covered roll over the passenger side of the cockpit.

TECH 'SPECS in detail:

Engine—Same as XK 140, but addition of "B" type cylinder head and S.U. H.D. 6 'sealed' carburetors. 210 bhp (gross) @ 5,550 r.p.m.

Transmission—Same as 140.

Gear ratios are:

Normal—11.95:1, 6.58:1, 4.54:1, 3.54:1

O/D—13.81:1, 7.60:1, 5.24:1, 4.09:1, O/D 3.18:1.

Plus automatic with holding gear.

Suspension as in 140. Brakes described above.

Steering—rack and pinion with a turning circles of 33 ft. — 2¾ turns lock to lock.

Wheels—bolt-on disc type or wire.

Special Equipment models carry—fog lamps, wire wheels, dual exhausts, screen washers.

All production until August will go to North America.

ISETTA PRODUCTION

Isetta of Great Britain have recently gone into production producing this well known, on the Continent that is, little vehicle, specifically designed for those city motorists who can't find a spot to park. Actually, the model has been built for Canada, to sell for around \$1000. It will carry two adults and a couple of children in comfort. Note the front-opening door. Bumpers, lights, heating, finish, and front suspension have been improved for this model. Deliveries will start in June. Engine is a 300 c.c single cylinder, four stroke. Top speed is near 60 and fuel consumption also around that figure. Have a look at it; I think you'll be impressed if you are in need of a small set of wheels to get your family around town.

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SKIN DIVING CLUB IN ACTION

By F/O J. R. J. COMEAU

Two weeks ago there was an executive meeting which F/S La-Brash, Cpl. Askett and myself attended. The subject discussed was publicity for the Station Skin Diving club. Someone volunteered to do the photography, someone else to co-ordinate, and I volunteered the time of day, but somehow when it was all over I ended up having to write this article. However, this didn't really bother me, as writing articles for Voxair comes under the general classification of things I like to do. Some of the other items are leaping out of burning aircraft and jumping off Brooklyn Bridge, but back to the Winnipeg Dolphins and their soggy friends.

The first thing I want to do is to destroy the myth that one must be an expert swimmer to be a skin diver or scuba diver. One club in Eastern Canada had a scuba diver for over a year before they discovered he couldn't swim. However, the Dolphins (the name of the station Winnipeg Club), requires anyone joining to be able to swim four lengths of the pool, plus a few other accomplishments, all of which anyone who can swim, can do???

The next thing that I would like to explain is the difference between skin divers and scuba divers. The skin divers use only fins, (sort of web feet), snorkel, (a breathing tube which enables a swimmer to cruise along on the surface face down and still be able to breath), and a mask which covers eyes and

nose which adds to underwater visibility.

With this equipment, the skin diver can cruise along with very little effort, scan the bottom and dive down at will to examine anything of interest. The scuba diver is best defined as a free diver (no hoses or lines to the surface). The breathing supply for the scuba diver is usually compressed air, but it can also be oxygen or an oxygen-helium mixture.

To discuss the breathing gases as used by scuba divers, oxygen

has a thirty-three foot limit. This type of scuba is used by the Royal Navy because its men are hardly ever called on to go any deeper and despite its depth limit, it has a big advantage that no bubbles escape to the surface, thus avoiding detection.

The next type of gas is compressed air as used by the Dolphins. The limit for this is approximately 100 feet. However, the Dolphins do almost all their work at thirty feet, therefore they are well within the safety limits.

The third type of gas used is oxygen-helium in a 20%-80% mixture. This type is used by commercial divers and sport divers trying to set records. The cost of this gas makes its use uneconomical to the amateur diver.

Compressed air for dives up to 90 feet is quite safe and just about fool-proof. It is used by all amateur clubs in Canada.

The Dolphin Club at Station Winnipeg offers a short course in scuba diving and diving physiology. The course is augmented with practical pool instruction and field experience. This offers a good opportunity to learn scuba diving safely. The club is open to both male and female members of the RCAF. For further information call Flying Officer Wolfrey at local 573.

Scuba diving is a fast-growing type of diving which is rapidly replacing the cumbersome helmeted diver in commercial work. The navies of the world have already adapted their frogmen from daredevil commandos into very versatile underwater tradesmen who can carry on their profession from the Arctic to the Tropics. Perhaps the day is not far off when the Airforce will have scuba divers as part of their surface search parties and use them to recover aircraft which have gone down in lakes.

Photos by Cpl. D. Askett

Upper Left:
F/S J. E. Labrash helps Cpl. Penchuck with his equipment.

Lower Left:
A few of the members of the Station Skin Diving Club are shown: Standing, F/S Labrash, Cpl. Penchuck; Seated, F/O Caron, LAC Waters, F/O Parsons.

Upper Right:
Cpl. Penchuck is shown wearing the equipment necessary for underwater fishing.

Lower Right:
One of the club members leaving the pool after trying out the equipment.

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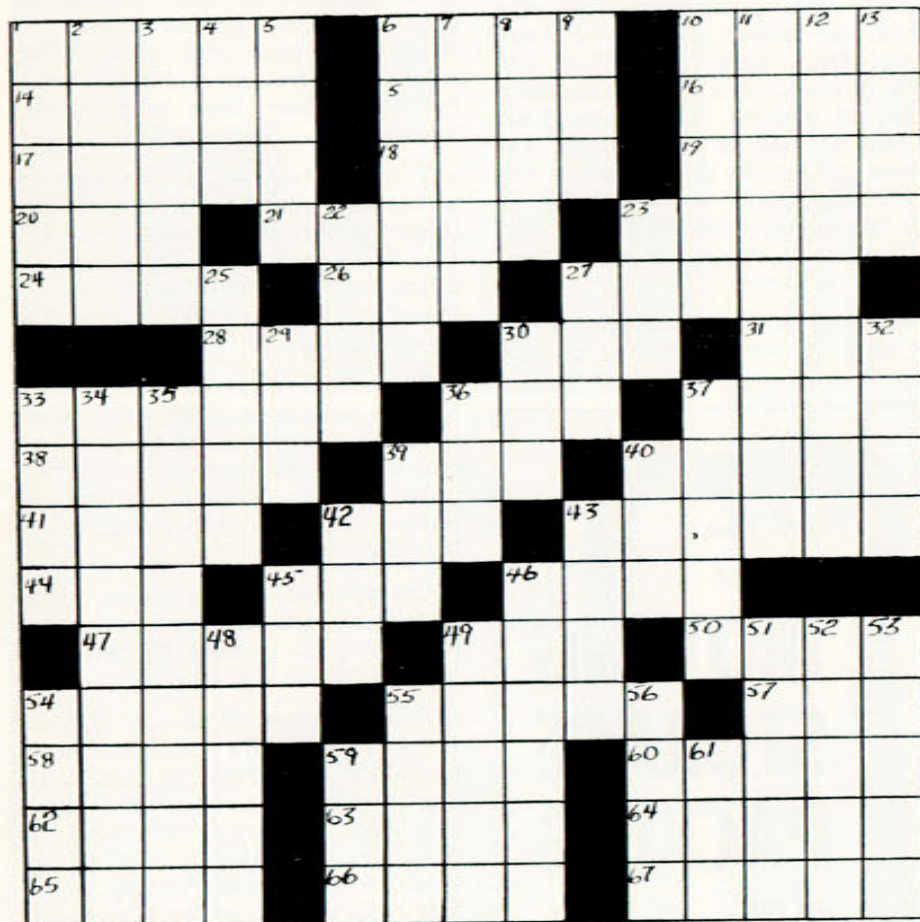
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VOXAIR CROSSWORD PUZZLE

A complete set of crossword puzzles has been prepared by Alexander Field, the noted puzzle authority from New Rochelle, N.Y.

Puzzle solutions will appear in each subsequent issue of VOXAIR, and it is hoped that all personnel will enjoy the opportunity for mental gymnastics.



- ACROSS**
- 1 game, particularly popular in Russia
 - 6 lamb
 - 10 every
 - 14 scoundrel
 - 15 cleave
 - 16 subtle exclamation
 - 17 ire
 - 18 region
 - 19 stalk
 - 20 digit
 - 21 chemical compound
 - 23 cavity
 - 24 sins
 - 26 conducted
 - 27 game-bird stew
 - 28 listen
 - 30 minstrel song
 - 31 consumed
 - 33 border fringe
 - 36 European bird
 - 37 on the top
 - 38 security
 - 39 repair
 - 40 worship
 - 41 of sound mind
 - 42 cheat
 - 43 cut up
 - 44 top card
 - 45 embrace
 - 46 insect sense organ
 - 47 musical instrument
 - 49 male heir
 - 50 lure
 - 54 growl
 - 55 stitched
 - 57 custom
 - 58 detest
 - 59 string
 - 60 join
 - 62 ear (med.)
 - 63 desire
 - 64 bar
- DOWN**
- 1 box
 - 2 homage
 - 3 moth
 - 4 to launch a suit
 - 5 dried up
 - 6 volcano mouth
 - 7 employed
 - 8 above
 - 9 vegetable
 - 10 artist's equipment
 - 11 robot
 - 12 debtors
 - 13 part of harness
 - 22 dross
 - 23 happy
 - 25 glow
 - 27 speak
 - 29 prefix in
 - 30 slack
 - 32 sword
 - 33 girl's name
 - 34 office of a deacon
 - 35 dynamo
 - 36 arm of crane
 - 37 expert
 - 39 low cloud
 - 40 every
 - 42 enjoyment
 - 43 Church
 - 45 man's nickname
 - 46 cosmetic
 - 48 welcome
 - 49 material
 - 51 found in martini
 - 52 far on in time
 - 53 water jugs
 - 54 store
 - 55 hurts
 - 56 stupid
 - 59 drinking vessel
 - 61 born

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By ROBERTA MAUNDERS

LIBRARY HOURS

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Friday 1400 hrs. - 2000 hrs.

The Station Library is situated in the Old Drill Hall and is open to all personnel and their dependents.

Books may be taken out for a period of two weeks and then renewed if necessary.

Recent books in the library include:

THEY ARRIVED BY MOONLIGHT Jacques Donneaux

This is the remarkable true story of a young Englishman who, for six perilous months, operated a secret radio set under the very noses of the Gestapo. He parachuted into occupied Bel-

gium on a moonlit night in 1943. From then on Jacques Donneaux lived with danger for twenty-four hours a day.

The author records the series of incredible adventures that befell him from the moment he jumped into Belgium from a Halifax bomber to the epic twenty-three hour trek across the Pyrenees by which he escaped into Spain from occupied Europe.

Donneux has captured and has vividly projected the tension of prolonged exposure to danger and the chilling moments of near capture and narrow escapes.

This is a story of real-life adventure that will keep the reader in suspense from start to finish.

THE LEGION OF THE DAMNED

This is a documentary novel said to be about 90 percent factual. The au-

thor is a Dane who was mobilized into the Wehrmacht.

Captured after deserting from the army, he was sent to a concentration camp, temporarily paroled to de-fuse unexploded bombs, then released into a penal regiment—a Panzer unit. With the tanks the author fought from the Mediterranean to Moscow.

At one point he is captured by the Russians, interrogated, and put to work in a factory; he escapes to rejoin his regiment. At the front he helps to murder his brutal company commander and even an old score with a Nazified chaplain. In the end he has lost everybody: His wife has been executed; his mistress has died in an air raid; his comrades have been butchered at the front and his gentle lieutenant has gone mad.

Beneath all this horror and bloodshed there is a grim humor and a warm sense of the community of helpless men at war, a comradeship that can even extend into the trenches of the enemy.

Why not drop into the Library and browse through the magazines and the various station papers that are available.

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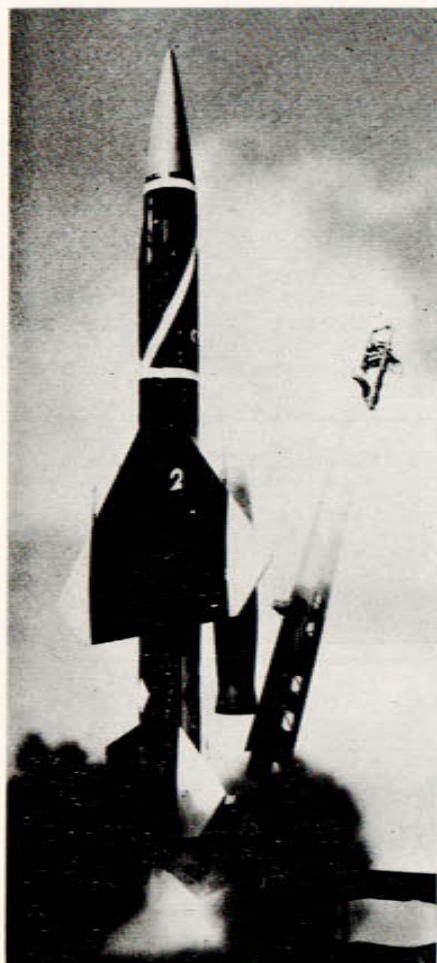
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VAN LINES**



THINGS TECHNICAL

By CPL. BILL BAMBRICK

BOMARK IM 99 MISSILE



The Boeing Airplane Company of Seattle, Washington has just released the news that they have been ordered into production on the IM-99 Bomark area defence weapon. The Bomark missile, pictured here, may be equipped with either a conventional or an atomic warhead. This missile is what is referred to as an "area" weapon as contrasted to short-range anti-aircraft missiles, which are called "point" defence weapons.

In the picture the supersonic IM-99 spews smoke and flame from its rocket engine at the instant of firing. The clouds of dense smoke which obscure part of the top of the fallen-away launcher fixture at

right is from the flares which will ignite the missile's ram jet engines in flight.

The Boeing Company is responsible for producing, in addition to the missile itself, all of the related planning, organization and equipment necessary to establish Bomark as an operational weapon.

"FIREBEE" JET DRONES FOR RCAF

Next year, it was announced by AFHQ, the Ryan "Firebee," a high-speed, high-altitude pilotless jet target plane which simulates attacking jet planes will come into service to test present and future weapons systems.

Released from a launch aircraft, the remotely controlled Firebee can climb from sea level to 40,000 feet in ten minutes and is capable of speeds in the 600 mph. range at that altitude.

Simulating the high altitude, speed, attack and evasiveness of modern jet fighters and bombers, the swept-wing pilotless target has an endurance of approximately one hour and twenty minutes and has flown to distances of more than one hundred miles from an electronic remote control unit.

When the fuel supply has been exhausted, a two-stage parachute, installed in its 17-foot fuselage, opens automatically, assuring a safe recovery of the target. This parachute, with a built-in flotation system, also assures safe recovery over water.

Power to the target is supplied by a Fairchild J-44 jet engine developing 1,000 pounds thrust. The Firebee's 1800 lb. airframe is easily assembled by means of self-aligning bolts and four-point attachments.

BRITISH "FLYING REFRIGERATOR"

The aircraft industry, now having safely surmounted the sonic barrier, is faced with an even more imposing barrier: the heat barrier. The tremendous speeds at

which super-sonic aircraft fly generate sufficient heat to melt parts of the aircraft structure. The effect of this heat on the pilot would be disastrous.

The British have come up with an answer to the protection of the pilot from this heat with their P-1 fighter, which is virtually an "armed flying refrigerator." "Refrigeration is becoming an increasingly important factor in aircraft design," says F. W. Page, chief designer of the English Electric Company, which is building the lightning-fast twin-jet fighter for the RAF. The P-1 is the first British fighter plane to use cockpit refrigeration.

MOST POWERFUL ENGINE

Bristol Aero-Engines of England have recently come out with a new production version of their Olympus B 01 6—the Bristol Olympus, Mk 200, which they are producing in quantity for installation in the Avro Vulcan Mk 2 bomber. At 16,000 ft. lbs. static thrust, the Olympus Mk 200 is the world's most powerful engine outside the experimental category. In accordance with standard practice, the allocation of a mark number differentiates production engines from experimental and development versions, such as our own "Iroquois."

The earlier 100 series Olympus engines, which include the Mark 101, 102 and Mk 104, are already in service in the Vulcan Mk 1's.

LEADING PARTICULARS OF THE OLYMPUS MK 200

Length (overall)126.4 in (3210 mm)
 Diameter41.75 in (1060 mm)
 Compressor Axial-flow, two-spool
 Combustion ChamberAnnular ring
 Static Thrust16,000 foot pounds

HYPERSONIC FLIGHT ??

The Los Angeles division of North American is now working on the developmental stage of an experimental rocket plane, the North American X-15, that may bring the realm of Hypersonic flight closer to a reality. The X-15 is being designed for speeds in the range of three to four thousand miles per hour. The research plane is reportedly designed to operate at alti-

tudes of 200,000 feet — some rumours, however, have placed the ceiling as high as 800,000 feet!

Since the plane is still in the experimental stage of planning, there is very little information available as yet regarding design features or specific performance data. It is, however, reported to be of comparatively simple design aerodynamically. One interesting point is the planned use of the lightweight alloy, Titanium. The plane will be tested "sometime after this year."

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DECORATIONS



LAC Parker

CO congratulating Sgt. B. A. Stevenson, as Sgt. N. P. Wilson awaits his decoration on Sgt. Stevenson's right.

Canadian Forces Decorations were awarded to six Stn. Winnipeg airmen on the 14th of August, during the Commanding Officer's Parade. Group Captain Jacobsen presented the awards after the inspection, making the parade a little more interesting to all present.

Receiving the decorations, which are presented in recognition of an Officer or Airman having completed twelve years' service with

the RCAF, were: F/L A. D. Verhelst, FS G. F. A. Buxton, Sgt. G. J. Gray, Sgt. W. L. R. Smith, Sgt. B. A. Stevenson and Sgt. N. P. Wilson. It is interesting to note that this decoration is not only representative of 12 years' service, but carries the further distinction that the Officer or Airman concerned has an unblemished Conduct Record for the period, making the award one to be valued highly.

FLYING COLLIE HAS CHUTE

LAC Butch has the distinction of being the only flying dog in the RCAF, Mascot of the 418 City of Edmonton Auxiliary Squadron, he has an illustrious record. Butch, who looks something like a collie although his ancestry isn't clear, joined the squadron in the fall of 1954 when he was "found" as a lonely and hungry pup by a couple

of Airmen. He was taken to the 418 hangar and fed at the squadron's canteen. Ever since, LAC Butch has been reigning mascot of the squadron. RCAF regulations require that persons flying in Mitchell bombers, the type of craft used by 418 Squadron, wear a parachute. So LAC Butch was fitted with a special 'chute made by LAC Chuck Levesque, 418 safety equipment man.

Germans Laud Canada

Canada has been selected as the training ground for new German Air Force officers "because of the Canadian spirit and military efficiency," the West German ambassador to Canada said. Ambassador Hasso von Etdorf said in an interview that "Canada was singled out to ensure our men get the right skill and the right military philosophy."

BEAUTY



"—Auburn-haired Jackie Loughery, a former Miss U.S.A. turned actress, has her most important role to date as Jack Webb's girl friend in "The D.I.," Mark VII Ltd. production for Warner Bros. Warner Bros. Studio



LAC R. Clynick

RCAF BAND STAGES CONCERT

By CPL. BILL BAMBRICK

On the 21st of August the Station Band, with the kind permission of Group Captain G. F. Jacobsen, DFC, CD, played a special concert for the patients of the Princess Elizabeth Hospital here in Winnipeg.

The concert, held outside on the lawn of the Hospital grounds so that all the shut-in patients could enjoy it from their windows, was an hour-long affair featuring some

of the Band's fine production numbers and a liberal sprinkling of marches.

The Band's performance, under the capable direction of the Bandmaster, FS (Gordie) Rowe, CD, was indeed very well received by the patients, many of whom were victims of the 1953 Polio epidemic in this province. The Band Discip. Cpl. (Phil) Scarrow, EM-CEE'd the show, drawing peals of laughter

with his subtle wit from the crowd that had gathered on the lawn for the concert.

All in all the concert was a smashing success. Everyone had a grand time — the patients, who get so few chances to enjoy good musical entertainment, and the Bandsmen, who enjoy nothing better than playing for a really appreciative audience.

BUFFALO ROOM



G/C G. F. Jacobsen officially opened the "Buffalo Room" at the Officers' Mess on Thursday, 29 August, 1957. The Buffalo Room has been specifically designed to offer relaxation and refreshment to those who are clad in casual in-

formal clothing, particularly upon completion of some sports activity. The room is complete with air-conditioning and is handsomely decorated even to the inclusion of a wall-size mural depicting a cool forest scene.

NATO TRAINING

The Air Force said Friday its original NATO aircrew training scheme now has entered the final phase but that Canada will continue to train some NATO aircrew under new arrangements. The last contingent to be trained under the original plan—a group of 14 RAF student pilots—arrived the other day at the RCAF station at London, Ont. They will complete their training early in 1958. There are now more than 900 NATO students in Canada receiving training. Under the new plan a three-year agreement calls for the RCAF to train annually 55 pilots and navigators from Denmark, 65 from Norway, and 30 from The Netherlands. The

RCAF also will train 360 German air force personnel.

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PROVINCIAL RIFLE SHOOT



DND Photo

RCAF RIFLE TEAM— L to R:—LAC K. E. McRory, Lieut. N. N. Hirsch, Cpl. C. R. Elston, Cpl. G. C. Bateman, Cpl. W. G. Warshick, F/O D. F. Hall.

Group Captain E. B. Hale presented the T. W. Taylor Challenge Cup to LAC K. E. McRory for winning the 1st stage of the Lieutenant Governor's match at 200, 500, and 600 yards at St. Charles rifle ranges. G/C Hale officiated in the presentation of prizes on behalf of the Provincial Rifle Association, the first time on record that the RCAF has held this honor with the shooters of Manitoba.

familiar face known well to Bisley competitors. A shoot-off was arranged at the 900 yard mark. In attendance was the Association president the Honorable Mr. Justice G. E. Tritschler, O.B.E., Q.C., and G/C Hale from 14 Training Group. Success was with Major Houlden during the shoot and his pleasure evidenced the satisfaction

By Cpl. AL RAMSAY

of being chaired as the winner of this important event, the first time in his colorful career.

The grand aggregate of the four day shoot also became of interest. McRory and Major B. E. Besteck had been daily sparring partners and the week ended in a tie, Major Besteck winning by having the higher score at 900 yards.

Rifle Association team reclaim 900 yard Drewry Trophy

Adding to the individual efforts the local rifle team members won the Drewry team Trophy in a 900 yard squadded march for the second consecutive year. In close competition were teams from the Royal Winnipeg Rifles, Headquarters Prairie Command and Shilo Rifle Club, teams comprising many experienced campaigners.

Other wins were the 600 yard match in the Winnipeg Tribune event honored by the Kelly Challenge trophy. Another cup familiar to the RCAF shooters, The Sheas Trophy, saw the local squad move into a second place. F/O DON HALL



Group Captain E. B. Hale presents the T. W. Taylor Challenge Cup to Station Winnipeg's LAC K. E. McRory

LAC McRory has become a familiar name in the winners circle in Manitoba and proved 1957 was no exception. Starring in all the major events, McRory also won the British Consols Challenge Trophy at 300 and 600 yards. When the scores of the Lieutenant Governor's match were tallied, McRory was tied with Major Jim Houlden, a veteran of the ranges for many years and a

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14 GROUP TRACK AND FIELD MEET WINNERS



F/O W. F. Davy presenting a cup to F/O John Barnard winner of the 3 mile, 1 mile and 880 yard events at the 14 Group Track and Field Meet.



F/O W. F. Davy presenting the 14 Training Group Championship Cup to Station Winnipeg team captains F/O Doug McKeen and F/O John Barnard.

TRACK AND FIELD

Station Winnipeg won the 14 Group Track and Field Meet on Aug. 17, defeating RCAF Station Portage la Prairie by 6 points. They then proceeded to Trenton the fol-

lowing week to compete in the Training Command Meet, and were declared champions over Centralia. Winnipeg amassed 47 points, while Centralia finished second with 43. Congratulations to the Track team.

This is the second year in a row they have won both meets. F/O Ron Day was declared men's aggregate winner.

BASEBALL

RCAF Station Winnipeg's baseball team finished third in the city league this season. They met Kirkfield Park in the semi-finals of the championship round, with Kirkfield Park winning the best-of-three series by scores of 8-3, 2-3, and 6-2. Kirkfield Park will meet the winner of Sturgeon Creek and Headingley for the league championship.

SOCCER

RCAF Station Winnipeg's soccer team played Station Macdonald twice in the past two weeks, losing both matches by close scores. They are now anxiously awaiting the 14 Training Group playoffs and hope to gain revenge on Station Macdonald.

FLAG FOOTBALL

There will be an Intersection Flag Football league again this year. All last year's teams are urged to return and new entries will be welcomed. 14 Training Group playoffs commence on Oct. 5. We want to retain the championship we won last year.

GOLF

Station Winnipeg's annual golf tournament will be held at Pine Ridge Golf course this year on Monday, Sept. 16. All personnel are welcome to attend. Registration fee is \$3.50, which includes a hot lunch. Support your station Golf Club and attend this tournament.

SOFTBALL

Applied Radio is the winner of "B" Group. Telecom, I & E and 111 C & R all ended up in a tie for first place in "A" Group. I & E will play Telecom Sept. 4th to see who will play 111 C & R in the finals for the winner of "A" Group.

The "A" and "B" winners will meet later on in the week to declare a station champion in a best-of-three series.

RCAF Station Winnipeg lost to Gimli in the zone playoffs on Saturday, Aug. 24, by a 5-4 score. It was a well-played game, and Cpl. La-pointe of the Winnipeg team has 13 strikeouts to his credit.

PHOTOGRAPHIC SECTION

It becomes obvious to the writer that at times the ability to assemble one's thoughts into some sequence which will produce a comprehensive column is virtually impossible when interruptions in the form of children requesting sundry items derail your train of thought.

Your scribe is on leave at present — not by choice, but at the request of his spouse who has produced another income tax exemption in our already well-rounded-out family. It leaves the household tasks to the male half of the outfit. However, we shall muddle through in our own fashion.

Cpl Norm Aasen, the photographer from 14 Training Group P.R., became a proud father for the third time when his wife presented him with a fine boy and we are expecting further increases in the near future when Don Parker and his wife declare a dividend. It can be seen that, although our establishment on the unit is small, we are bound and determined to increase our ranks somehow.

Cpl Roberts and family spent a couple of enjoyable weeks down in the "Banana Belt" of Southern Ontario, and he has returned to the fold with renewed vim and vigour.

Don Parker has returned from Sea Island after spending about a month out there; unfortunately, he became hospitalized, and Jim Smith went out as his replacement. We are happy to report that Don is feeling better, but it is hoped that he will not have to go back into drydock for awhile.

Roy Glynick managed a couple of weeks leave which he spent around town just relaxing and, no doubt, renewing acquaintances at a certain Legion.

The rest of the staff have been at the same routine tasks from day to day, so there is nothing to report on their activities and, although your reporter tries to dig out information on their social activities, they manage to keep that a deep secret.

By the time this goes to press we should have Norm Aasen back on the unit after spending three weeks on a Public Relations photo course

at Borden, so he should be able to supply us with some copy for the next edition.

Well, that's it for now.

—Sgt. Boyd.

MESSAGE CENTRE

It was quite a day for AC2 Roger Tanguay when he was told he had been selected for an overseas transfer. This lucky fella has been with us only a few months and he happened to be in the right place at the right time; nevertheless, we wish him bon voyage. Cpl. Herb Juvelin has left for Whitehorse at last and we hope he finds a suite soon so his wife and family will be able to join him.

LAC Dessert hasn't mentioned whether or not he passed his driving test yet. The last we heard was that he had been slung out on his ear again for doing 16 mph in a school zone. No kidding!

Of all the stations in the mighty RCAF network, there couldn't be a better transfer than to London. At least, that's where LAC Ken Dinner's "Eldorado" is, and off to London he has gone. Besides being a good T.T. Op, Ken is also handy with a trayful of beer, and we trust he will be as much at home with the bars at London as he was with

the Rancho and the Airport Hotel here in Winnipeg. (There is, however, no indication that these two resorts are going out of business as a result of Ken's transfer.)

Summer months mean sections being short staffed, and VOXAIR is no exception. Being the "scoop" for the Message Centre, I get bombarded with queries if our material isn't on schedule, which just goes to prove how popular this brief but concise Magazine is. See ya next month.

By LAC A. F. CUDDINGTON

ARMAMENT SYSTEMS

For a first article for this paper, I would imagine an introduction to our trade and our personnel would be in order.

Well, most of you will realize that with the speed and the weather conditions a modern day fighter aircraft must encounter, a system of finding the target, tracking it, and of automatically firing the guns at this target is necessary. This is the purpose of our Radar and Gunsight installations in these aircraft, and as you have probably already guessed, Armament Systems Personnel are required for the repair and maintenance of these same installations. There—simple, isn't it?

The mat's out

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Now for an introduction to our personnel. I suppose the best way to do this is by giving out with the best happenings in our section and connecting them with a name.

Not too long ago, we were sorry to have Cpl. Ken Addis leave us for another tour of duty overseas. Also on our list of recently-departed personnel are Cpls. Teeling, Degryse, and Combs. These three were fortunate enough to be called back to Camp Borden for a course on the MG2. (That was an awful thing to say—I mean about the fortunate part.)

In recent months we have been having a large turnover in personnel. We'd like to welcome WO2 Kinnon into our section. WO2 Kinnon has just been called in from Camp Borden to replace F/L Widdis as Armament Officer. "Welcome to the fold, sir." That also applies to Cpl. Jim Philips and LAC Ken Balkwell. Both these fellows have just recently returned from Germany.

Ken has only been here a few days and has already become President of the "Fat Man's Club." (I wonder how come!) By the way, this is a very new and exclusive club on the station, and its nominal roll is small. I have a feeling that it will increase rapidly.

Sft. Mace, NCO in charge of our

line crews, has been here about two months, so we class him as an old-timer. However, we would like to extend him our heartiest congratulations on the arrival of a new baby girl. "Thanks for the cigar, Sarge."

Congratulations are also in order for LAC Dave Beaton, who recently returned from leave with a wife. I don't quite know whether to congratulate LAC Harvey Buttons on his recent engagement or to send condolences to his future intended. "Only kidding you, Harv."

I'm sorry to say this, but unless the rest of the guys do something new and exciting they will never get their names in the VOXAIR.

Before I close I would like, on behalf of the ball club, to say we have enjoyed all our games so far and are looking forward to more games with the same teams.

I guess that's it for this month.
LAC BILL OANCIA.

FIRE HALL

Everyone in the section seems reasonably happy these days. It could be the balmy summer weather or the good fishing that makes them feel that way. However, we shall not complain. The boys were all happy about the arrival of the new chief, WO2

Wood, who came to us from Goose Bay. All sorts of conjecture about new brooms, etc., but it seems we will just have to wait and see.

CPL. W. A. ZILLMAN.

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EDUCATION SECTION

The Sergeants in some trades received a pleasant surprise in August by being authorized to attempt the Group 4 examination in October. This started a flurry of studying and asking of questions, and we're anticipating a high percentage of passes. We only hope the candidates won't get as confused as the little boy who dropped his chewing gum in the chicken coop and didn't know which one to pick up.

Here is our calendar of important dates for the near future:

Oct. 1, 1957—Final date of registration for Staff College Entrance Examination.

Oct. 30, 1957—Airmen's Trade Examination.

Oct. 24, 1957—Group 4 Examination.

Oct. 31, 1957—Final date of registration for Officers' Qualifying Examinations.

Dec. 5, 1957—Staff College Entrance Examination.

Jan. 20, 1958—Commence of Flying Officers' Qualifying Examinations.

Feb. 3, 1958—Commencement of Flight Lieutenants' Qualifying Examinations.

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FLYING WING

After our unnoticed absence in the last two publications of this magazine, we are happy to be back in print with a few pearls again. These will serve to bring you up-to-date on the latest happenings around FW and to introduce some of the older as well as some of the more recently arrived personalities.

We recently bid a hearty farewell to S/L Art Appleby, our ex-OC, who departed for the greener lawns seen around the CJS premises in Washington. He left numerous friends in Winnipeg, and we wish him a very pleasant tour in that fair city. Replacing him we now have S/L Dave Adamson, who arrived here chock-full of qualifications and unfailing drive—the Far East during WW 2, 412 (T) VIP Sqdn., and, more recently, 9 FWHq are among his many posts. We have to admit that the advance notices received on him were not exaggerated. Some of us think that his untiring drive is typical of the New Broom sweeping a clean slate; however, those of us who have been around for a while think it indicates a sense of achievement and a feeling of pride in doing a first-class job. We all wish him good luck and want to assure him of our confirmed co-operation.

We'll try not to bore you with a lot of flying statistics; we know you are more interested in the figures and statistics offered by Cpl. Don Askett on the personalities he introduces on another page. However, we recently heard very pleasant news: This summer FW (240S) flew more hours and graduated more students than at any other corresponding time in its history, which makes one realize that the long hours were not wasted, so we blush when accepting the pat on the back.

As can be expected when so many people are closely associated, rumors and gossip are constantly in circulation. However, a lot of use don't believe that F/O Bob Moore has gained the rumored 25 lbs. since becoming FWOpsO, or that he's had to buy a larger sized hat!

F/O Ken Bettles and his charming wife are expecting a sprog in the near future. We're looking forward to those cigars—but we're

baffled! Howcum, according to the Doc, Ken was out a month in the ETA? Oh, well, maybe it had been computed on the OK Moon. You can't discount this Western Canadian climate.

It took quite a while, but we now have a very nice and efficient section. The OC is F/O Frick Greybe (ex-Lt. SAAF). In his spare time he likes to put us in the picture as to the various merits of Canadian vs. South African climate, Canadian vs. South African girls, etc.—very entertaining and sounds exciting, even if we can't repeat it.

F/L Bert Medill has just taken over A Squadron. It is said that the A Sqdn. boys are wondering who will be selected to water the potted palm tree he is planning for his office!

A lot of other changes have taken place recently, as well as several events worth mentioning, but we probably going over the allotted space, so will save some of that for next time.

Until then, be patient if we are noisy and keep you awake through the odd night, and we hope to see you around the circuit.

F/L LARRY CORBEIL.

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I know this is a casual pay parade, but . . .

STATION BAND IN THE ROCKIES

By CPL. BILL BAMBRICK

On Friday, the fifth of July, the RAF Station Winnipeg Band, with the kind permission of Group Captain G. F. Jacobsen, the Commanding Officer, departed in two Dakotas for Coleman, Alberta, to play in the street parade for the annual Coleman Rodeo.

The trip was made in three stages. We landed first at Brandon, Manitoba, where we took part in the wind-up parade of their 75th Anniversary celebration. The parade in Brandon was very well produced, featuring floats of varieties too numerous to mention, majorettes, clowns, and of course several bands. The Station Band was very well turned out, a credit to the drum major, Cpl. Chas. Kerr, and the band discip, Cpl. Phil Scarrow. The huge crowds lining the streets were indeed enthusiastic in their approval of our music, thanks to our Bandmaster, F/S "Dordie" Rowe.

The journey into the foothills was, to this reporter, one of the most exciting I have ever taken. I have flown over the "Rockies" before, but it's not the same as coming up to them by ground. First of the foothills, with the closer mountains just visible over the tops. As the hills get more numerous, the peaks ahead become hidden from view. The effect is almost as if one were descending into a valley surrounded by high hills in all directions. Actually, the bus was laboring under the load as it climbed higher and higher.

Blairmore, Alberta, is a little town about three miles from Coleman, our destination. We checked in at the Greenhill Hotel at Blairmore en masse and then went out to take a look around. The town of Coleman is a rustic little west-

ern town, nestled right up in the heart of the Rockies. It boasts of such attractions as the famous Crow's Nest Mountain, with an elevation of 9,138 feet, marking the entrance to the Crow's Nest Pass, and of such illustrious sons as our own Cpl. "Mickey" Kostelnik. Tired from the long journey west, we wasted no time in getting to bed for one of the most restful nights ever spent.

We arose at sunrise the next morning to take a look around. The mountains in the early morning were indeed a sight to behold. The sun's rays creeping up the mountain sides created an effect of natural beauty that defies description. I think the thing that struck me as being most spectacular was the exhilarating mountain air. I suppose its the altitude that makes the air seem as pure as crystal. It certainly has a marked effect on your appetite, as well. The Blairmore restaurants did a fine business.

After breakfast, we started the routine of getting ready for the big Rodeo parade. Boots were polished until you could see your reflection in them, and all the finishing touches were added to the uniforms that mark the professional band. By noon of a beautiful day we were all set to go. However, unpredictable as the mountains can be, just as we formed up for the parade the wind came down out of Crow's Nest Pass with a force that all but knocked you off your feet. Right behind the wind came the rain in sporadic bursts.

In fifteen minutes all was serene again. The air, if possible, seemed to possess an even greater purity than before as the sun struck fire from every diamond-like droplet of

water on the leaves about us. That seems to be typical of this country. The weather doesn't "beat around the bush" with you—it just goes ahead and gets dirty and then suddenly it's all over before you know what struck you.

The parade then got under way. First came the colour parties. Two cowboys in full western costume complete with spurs and Stetsons rode by carrying the Canadian Ensign and the Stars and Stripes. They were followed by all the officials on horseback, then the Navy Band from HMCS Tecumseh at Calgary. Then followed the many floats from all the neighboring towns, gaily decked out in splendid colours. The Coleman Chamber of Commerce stole the show with their float decorated with fresh flowers of all descriptions, much the same as the beautiful floats of the "Tournament of Roses" parade at New Year's in California.

As the time came for Station Winnipeg Band to move out the anxious crowds of people lining the streets commenced to stir and crane their necks in eager anticipation. This was to be a real treat for them, they had been told for the past two weeks, in the tremendous build-up given us by the press. The big professional Military Band was being flown all the way out from Winnipeg for their enjoyment and this was the moment they had been so anxiously awaiting. A hush fell over the crowd as Cpl. Kerr stepped smartly out to the centre of the broad street. "Band—Fall in!" he ordered, and the band quickly took their places in a precision of movement that left little to be desired. All was quiet now. The crowd was

(Continued on Page 34)

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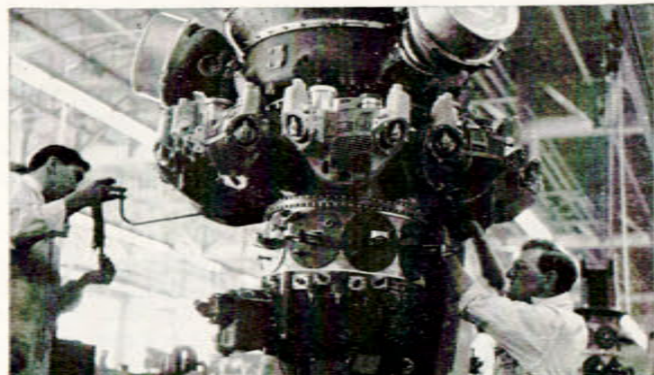
Bristol's Winnipeg plant undertakes considerable modification work for the R.C.A.F., including the conversion of CF-100 interceptors to 2-seater trainers. Components for the Navy's CS2F-1 are also manufactured here.



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With 175,000 square feet of floor space and 650 employees, this Bristol plant in Montreal North is the largest aero engine repair and overhaul plant in Canada.

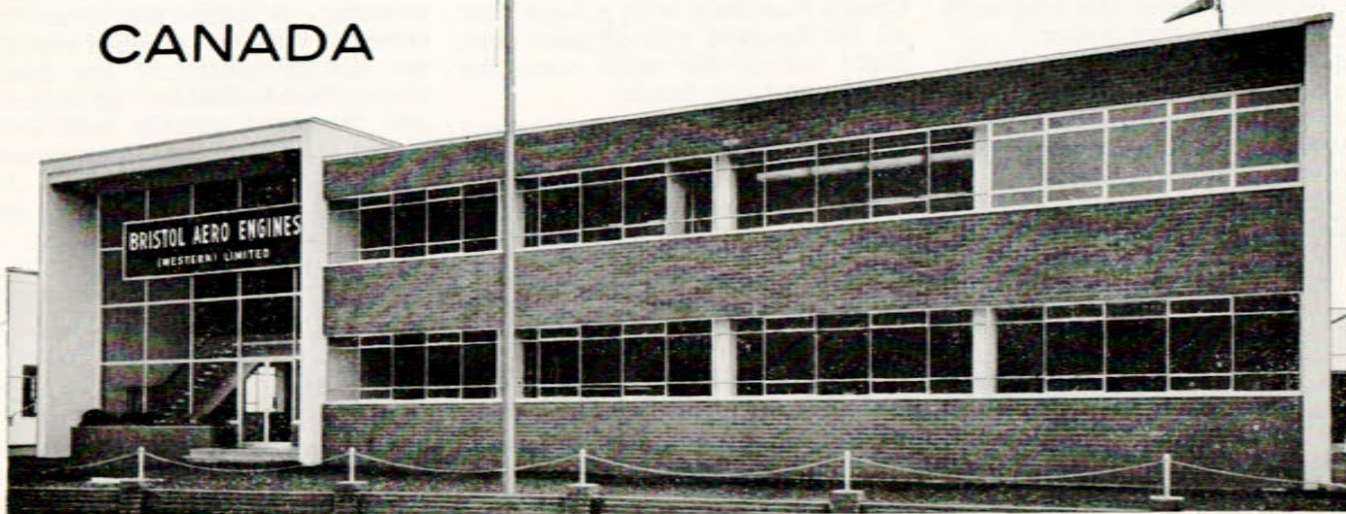


Final assembly of a commercial airliner's turbo compound engine takes place at Bristol's Montreal Plant.

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A BOYD'S EYE VIEW OF "GUMBO"

By SGT. J. BOYD

Ever wake up in the morning feeling that you've slept with your head pressed between two book-ends? A drumming assails the ears and after shaking the dust and cobwebs from the far reaches of the brain, you ascertain that the constant beating is that of heavy precipitation.

The overwhelming desire to pull the covers up, roll over, and forget the whole situation is one that is almost impossible to overcome and takes an iron will.

Removal of the body from the haven of repose is a major operation and with a preliminary searching movement of the right foot one finds that the floor is not at all inviting. All the strength one can muster is required to achieve an upright position and it becomes obvious that such a state is anything but pleasing, after a short reconnaissance of the dripping atmosphere outside.

A sortie is made into the kitchen to fire up the coffee pot and then attempt to remove the growth of foliage from the chin. These chores accomplished, attired in the rig of the day, and after belting down several mugs of coffee to fortify the old frame, donning the raincoat,

one prepares for the dash to the car.

A mad scramble through the door into the sodden atmosphere; a charge down the walk; a shortcut across the garden, only to pick up an accumulation of foul sticky stuff which adheres to the boots and retards progress to the vehicle, which is the ultimate goal. An attempt to remove the substance proves futile and to add to an already aggravated situation, you find yourself getting wetter by the minute.

Despairing of ever relieving oneself of the mess, you open the car door and throw your soggy mass into the seat. A few sputtering false starts; then the squirrels start running the treadmill in earnest. A grinding and gnashing of gear teeth and you're headed on the daily journey to the Station.

The route is such that it enables one to pick up passengers without going too far off the beaten track—however, the innocent looking road surface about to be travelled proves to be "Waterloo Plus". The vehicle swings around the corner and as the front wheels cut a swath the rear wheels churn frantically in the ooze. Rocking the now rapidly

sinking conveyance only increases the problem and there she sits, like a Hippopotamus, floundering in a jungle stream.

Opening the door and stepping into the quagmire to survey the situation only makes one more certain that the vehicle is destined to disappear from sight. However, on closer examination, one faint ray of hope glimmers—the car is on a rise, suspended by the centre section of the frame.

The rain continues to beat down, and walking through the ooze proves to be most difficult and at each ankle-deep step, more and more, of the muck clings to the boots, until they look like a cross between well-padded snowshoes and stilts.

One plods, slips and sashes his way to his passenger's house for aid, and together, armed with a bucket of ashes and a shovel, proceed to attack what looks like a hopeless task. The combined efforts prove to be successful in getting the vehicle out, but not before copious quantities of an adhesive substance have adhered to hands, feet, clothes and car, etc . . .

This is the pedestrian's and motorist's formidable foe, this sticky, oozing muck—this was "GUMBO".

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STATION BAND

(Continued from Page 31)

waiting for us. "Band, by the left, quick march!" The command came out with all the power of a cannonade, suddenly lost to the rising crescendo of drums as the band broke into the familiar old strains of the Colonel Bogie March. The crowd went wild as they cheered us on through the streets. This was something. This was indeed a band worth waiting to see.

The parade, from the spectators' viewpoint, was a spectacular sight. This reporter finds it all but impossible to set down on mere paper—the brilliant colours and sparkling saddle ornaments flashing in the dazzling sunlight; the mad profusion of colours and hues of the floats; the stirring sight of marching bands decked out in all their brilliant regalia; all this amid cheering throngs of gaily dressed people, all in the usual Western costumes complete with riding boots, spurs, cowboy shirts and Stetsons. Above all this profusion of colour and glitter, the mountains—serene and majestic—lent an atmosphere of peace and tranquility that surpassed even the loftiest of emotions leaving this writer with a lump in his throat and the desire to shout at the top of his voice "I'll be back!", and as I sit here writing this now, I know that someday I will go back to that country.

Now comes the sad part of the trip. Like all good things, this one had to come to an end. Our end came at five-thirty Sunday morning when our bus departed for Claresholm, where our two aircraft awaited us. I know that I shall never forget the mountains, just as surely as I know that someday I will return to them. The next visit, however, will be a longer one. Maybe a one-way trip. It's not only a country of fabulous scenery—more than that, it's a place to live—a place to raise children and build a home. It's what every man sees in his mind's eye when he says to himself, "this is indeed a man's country."

BITS and PIECES

Sunday A.M.—Wife Speaking

Good morning, my bright international mate,
My outstanding genius in problems of state.
I trust all is clear in that wonderful mind
Which last night remodeled the whole of mankind:
Your handling of Russia, the Ruhr, Palestine,
And China and Greece; it was masterly, fine!
You're sure to be named as "The Man of the Year."
Here's four or five aspirins—swallow them, dear.

Awake, my fine songster! It's well on toward noon.
All morning, I've waited, just hoping you'd croon
A measure from "Chloe" or "Sweet Adeline,"
Which last night you sang until half after three.
You wakened the neighbors, you tripped on the mat
And one of your props was your hostess's hat.
I'm sure she will want you again for tonight—
The life of the party, whenever you're tight.

Arise, my sweet prince, but be careful, don't skid.
Arise and consider the things that you did.
The uprooted garden, the splintered garage;
It sounded just like an old-fashioned barrage.
Go see your hostess—and carry a cheque;
I think if you sign it just "Pain in the Neck"
The bank would O.K. it—it would have to be you—
The clown that went berserk 'twixt dawn and the dew.

So drink up that seltzer, you chattering drone,
It's said to be good for a splintering dome.
I wish I were Sandow; how far I would throw you!
For the next Thirty days please pretend I don't know you.

My juvenile Jackass, my dim-witted Duffer,
You say you feel awful? Well, gosh darnit, suffer!

Home Means Europe To 3,000 RCAF Wives

There's a cosmopolitan set of Canadian housewives in Europe today who often cross three countries for a Sunday picnic, who sometimes splurge on a hat or dress from Paris. Life in Europe has revolutionized their buying, eating and entertainment habits. Instead of playing canasta in the afternoon, as they would in Toronto or Timmins, they sip cafe filtre and Morninger bier at sidewalk cafes. Overhead, about 40,000 feet up, their husbands are at work, flying CF-100 and Sabre jet fighter planes. They are the wives—about 3,000 of them—of the men who serve with the Royal Canadian Air Force's contribution to the North Atlantic Treaty Organization defense network. They live on and around the four fighter bases that comprise the RCAF's First Air Division.

Wedded Air Defence Held Realistic Move: U.S. Viewpoint

Integration of operational command of Canadian and U.S. continental air defences "simply" means that the two countries "are getting closer" together and "being realistic" about it, says U.S. Defence Secretary Charles Wilson. "I think it's a very favorable thing," Mr. Wilson told a press conference shortly before release of a joint announcement here and in Ottawa that integrated headquarters would be set up at Colorado Springs under the title, "Adcanus," or "Air Defence Canada-U.S." It was worked out directly between the chiefs of staff of the two countries, with approval of the heads of the two governments, President Eisenhower and Prime Minister Diefenbaker and the two defence secretaries, Messrs. Wilson and Parkes. Legitimacy background was seen in the fact that Canada and the U.S. comprise together a separate defence region under NATO. In the layman's sense, the move is not for complete unified command but only for integrated operational control.

GRADUATION CLASS CSC 55



Standing, left to right: F/C Marshall, F/C Hoffman, F/C Leslie, F/C Takahashi, F/C Brownley, F/C Brodeur, F/C Mitchell.

Seated Left to Right—F/C Nandic, F/C Hoenni, F/O Perry (Course Director) F/C Alexander, F/C Toye.

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Front Row, left to right: F/C's MacDonald, Hall, McBride, F/O Sutherland, Trifchuk, Meadus.

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AC1 Hooten

Back Row, left to right: F/C Schappert, F/C Villeneuve, F/C Meek, F/C Wehrle, P/O Cutler.

Front Row, left to right: P/O Carter, F/C Rose, F/O Kirby (Course Director), F/C Orr.

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