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These days it goes without saying that an aircraft plant must be well equipped to stay in business. The competitive nature of the industry as well as the complexity of the finished product make first-rate plant facilities an essential factor in its success. Where companies do differ is in the way their equipment is used—how they get on with the job—the planning and thinking they do before the wheels are turned.

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### IN THIS ISSUE:

*A report on the safety characteristics of the Lockheed F-104*

### THE RCAF TODAY

(Page 2)

### On Location in New York

*with*  
*Cpl. Bud Pauls*

JULY 6, 1956





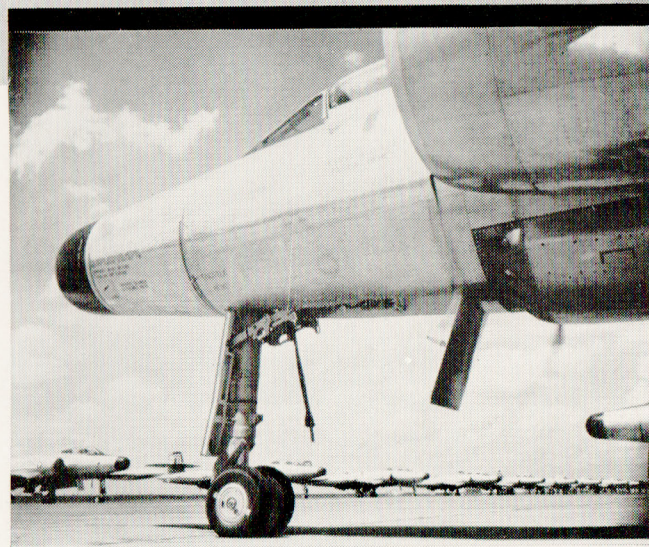
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*During 1956 NATO will begin adding squadrons of CF-100s, manned by RCAF air crews, to its Air Division in Western Europe.*

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INTERROGATION  
TO COME**



There's something about the bearing of these men of the RCAF . . . something in their confident stride as they return from an interception exercise . . . that speaks of a job well done. For many months they received intensive training to prepare them for exercises like this . . . and for the dark day when enemy aircraft may actually appear in the skies over Canada. And what of the planes they fly? Avro Aircraft's CF-100 all-weather night interceptors have greater range, more power and more striking force than any all-weather night interceptor in service anywhere. Newer and more powerful flight projects are constantly underway in Avro Aircraft's extensive engineering division, staffed by the most outstanding research, design and development engineers in the aeronautical industry.



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F/O ROBERT GENNO

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**CONTENTS**

VOL. 5 No. 9

JULY 6, 1956

	Page	Page	
Editorial—The RCAF Today	2	111 C. & R. Flight	20
Cover Story	2	Technical News	22
Safety in the "Mach"-ing Bird A Report on the F-104	4	Entertainment & Recreation	24
Voxair Vixen	7	Sports	26
World News	8	Around the Sections	30
On Location in New York	11	Graduating Class 5506 (LR)	32
Thoughts on Bible Reading	14	Graduating Class 5507 (LR)	33
MacInnis Wins McKee Trophy	16	Graduating Class 5507/08 (AI)	34
Personalities	18, 19	Roberta Maunders' Library Corner	31

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## THE RCAF TODAY

EXPANDING from a small force of less than 400 officers and men when it came into being April 1, 1924, the RCAF today stands as a well equipped air force with a strength of more than 50,000 men and women.

Growth of the RCAF, sometimes termed "jet-propelled," has seen the introduction into Air Force service of two of the foremost jet aircraft in the world, the all-Canadian CF-100 Canuck interceptor, and the F-86 Sabre.

Aerial defence of Canada, one of the most important functions of the RCAF, is the responsibility of Air Defence Command with headquarters at St. Hubert, P.Q. Flying their long-range all-Canadian CF-100 Canucks, nine Air Defence squadrons work closely with the U.S. Air Defence system to provide a deterrent to any attack on North American targets. Forming a vital part of the air defence system are the early warning chains and units required to guide fighter aircraft to their targets. This early warning and ground control system is already in operation along the Pinetree chain and under construction are two additional chains, the Mid-Canada and the DEW lines. An important link in the Air Defence chain is the Ground Observer Corps, composed largely of civilian spotters and observers.

Overseas the RCAF's 12-squadron Air Division, with headquarters in Metz, France, forms one of Canada's major contributions to NATO. Flying the latest models of the Canadian-built Sabre, the 12 squad-

rons, operating from their bases in France and Germany, rank foremost among NATO air forces in Europe.

In Canada the RCAF's Maritime Air Command, with headquarters in Halifax, N.S., forms a sub-component of the NATO Atlantic forces, another of Canada's military contributions to NATO. Maritime squadrons, located on east and west coasts of Canada, and flying their twin-engine Neptunes and four-engine Lancasters are responsible for naval co-operation duties including anti-submarine warfare, reconnaissance and convoy patrols.

Air transport for the Air Force is provided by the RCAF's Air Transport Command with headquarters at Lachine, P.Q. Equipped with twin-engined C-119 Packets and four-engined North Stars, this command airlifts hundreds of tons of supplies and equipment as well as thousands of personnel each year in support of RCAF operations. ATC's other tasks include photo survey operations by its photo squadron and airlift of equipment by its helicopter flight into isolated areas along the Mid-Canada Line.

At RCAF flying training stations across Canada aircrew from the NATO nations are undergoing training, another of Canada's contributions to NATO. To date more than 3,800 NATO airmen have been awarded their wings in Canada. In addition the RCAF's Training Command has continued to train pilots and navigators for continuing Air Force requirements.

Tactical air support operations

are carried out with the Canadian Army by the RCAF's Tactical Air Command with headquarters at Edmonton, Alta.

An extensive post-war search and rescue organization operated by the RCAF has been responsible for saving numerous lives. Air Force search and rescue aircraft have undertaken hundreds of searches, many of them under hazardous conditions, and far into the Arctic.

The RCAF's Air Materiel Command, with headquarters at Rockcliffe near Ottawa, provides the logistic support necessary to keep the RCAF in operation.

From its modest beginning 32 years ago, the RCAF looks back with pride on its achievements, and now looks to the future as it stands on guard in Canada and Europe in the cause of freedom.

### COVER STORY

This excellent photograph drew favourable comment when it was exhibited in the Photo Section display on Air Force Day this year. It's mood reflects the courage, steadfastness and quiet determination of the present-day jet night-fighter pilot.

(Photo by Cpl. Ken Toll)

### THE UNREWARDED LOVER

Let the dull merchant curse his angry fate,  
And from the winds and waves his fortune wait;  
Let the loud lawyer break his brains, and be  
A slave to wrangling coxcombs for a fee  
Let the rough soldier fight his prince's foes,  
And for a livelihood his life expose:  
I wage no war, I plead no cause but Love's;  
I fear no storms, but what winds moves.  
And what grave censor can my choice despise?  
But here, fair charmer, here the difference lies:  
The merchant, after all his hazards past  
Enjoys the fruit of his long toils at last;  
The soldier high in his king's favour stands,  
And after having long obeyed, commands;  
The lawyer, to reward his tedious care,  
Roars on the bench, that babbled at the bar;  
While I take pains to meet a fate more hard,  
And reap no fruit, no favour, no reward.

—William Walsh  
1663-1708

# BRITANNIA

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## SAFETY IN THE "MACH"-IN- BIRD

An address by A. W. (Tony) LeVier,  
Chief of Flying Operations,  
California Division, Lockheed Aircraft  
Corporation  
to  
The Flight Safety Course Graduating  
Class  
University of Southern California  
Los Angeles, California  
May 3, 1956

*Following the recent article dealing with the purely technical aspects of the F-104, this article reveals what the aircraft holds in store for the pilot.*

**T**O SET your mind at ease, let me start by saying that I realize some of you have commitments to get aboard airplanes later this afternoon, and I'll try not to be too long-winded.

Briefly, I'd like to talk about flying safety in the highspeed aircraft that will shortly be operational. These airplanes are going to be your job. You men who are graduating from the aviation safety course are going to play an increasingly important part in giving all of us who fly a chance to grow that long white beard we talk about.

Your instructors tell me this course is sometimes referred to as the "vacation at SC." That may be what you thought eight weeks ago. But I'll bet that now most of you will be glad to get back to the soft life of squadron duty. You've all had a lot of knowledge crammed into your head. This is a tough course. But I think we all remember friends who might still be around if we'd known a few years ago the things you have been studying here.

And your job when you go back will be to practice what the instructors have

preached. That way we'll all keep more of our friends around.

We in the aircraft business are also doing what we can to help you. And I've been asked to tell you about our safety work—specifically about safety as it applies to the F-104, our new fighter. I'm sure most of you are acquainted with this bird. It is the first of what I call the "new breed."

Some of you may have taken a look at this airplane and backed off a step. It is thin and it's sharp. You can cut yourself on any of the leading edge surfaces. This is the new look. It is not peculiar to Lockheed. Other people are working on similar airplanes. We just happen to be the first ones out the door. This kind of plane—thin and sharp—is the answer to the high mach numbers. And that's what we've got to have in our fighters these days.

In the old days a little bit of wing and a lot of engine usually added up to one thing—something that was hot as a pistol in performance but tricky to fly and hard to handle. That's where the F-104 will fool you. It's hot as a

pistol, all right. But the aerodynamics business has come a long way. And the F-104, in my opinion, is easier to fly than the T-33 trainer.

Now, maybe you say, "Here's a test pilot who works for Lockheed talking big about his company's airplane."

Well, some of you know Chuck Yeager, he was the first man outside Lockheed to fly the F-104. And he was skeptical. Chuck has flown in a lot of weird birds. Some haven't been so good from a pilot's viewpoint. I'm glad he was skeptical. He's one of the best judges I know. He hadn't been off the ground 60 seconds until he started talking on the radio. I never heard Chuck talk so much. And it was all praise.

Pete Everest and General Boyd both flew the plane. Both liked it. I value the judgment of these pilots.

These fellows—Yeager and Everest and General Boyd—yes, and me, too—can talk this way about the F-104 because its hot performance doesn't come at the expense of safety. Let me tell you about some of its safety factors so you can make up your own minds.

I guess I'd say, first off, that the peak performance our engineers designed into the 104 is one safety factory in itself. Because when you are a fighter pilot that's what you need—better performance than the other guy so you can be where he wants to be before he has a chance to get there. That's a real important item if we ever have to use this airplane in combat—and I'll have more to say about this later on.

Okay, you say. But every airplane has to land, too, and how does this one do when you head for home and come into the landing pattern. This plane flies at pattern speeds comparable to fighters of five years ago. That's right around 200 knots. The fact the wings are short doesn't mean that it comes in like a missile. The 104 is an airplane even if it looks like a missile.

Touchdown speed is higher than old-type fighters—but by only about five per cent. And we are already whittling our landing gear. She lands like a lady. You don't notice the speed.

This plane with the short wings operates on any runway that's considered adequate for a jet fighter. Now we all know the T-bird has been flown off 6000-foot strips. The 104 will do the same. But we all know, too, that on a 6000-foot strip you're cutting the odds pretty fine so we like considerably more runway if we can get it. You Navy men bear with me. I'm talking to the Air Force now. We don't have arresting hooks.

There are other things we've designed into the F-104 that are even more specifically for pilot safety. For instance, the control system. We have two completely separate and distinct hydraulic systems. And if we lose both hydraulic sources—say in the case of engine failure—we have a third emergency hydraulic pump and generator that doesn't depend on the engine. And you seldom need this. Even if the engine quits, it will windmill enough to run the pumps.

I'm here to tell you this works. In the early days of testing the XF-104 prototype I lost my engine. I had lots of altitude so I headed for home at Muroc. I glided—glided, mind you—more than 50 nautical miles home for a landing. And my emergency hydraulic generator worked just fine. You might be surprised that this airplane glides. Actually, with everything up it is so clean that it glides pretty darned well. In fact, better than 10 to 1.

Our landing gear group has done a real job on the F-104. This gear falls free and locks in a few seconds. Considering that you have 15 to 20 seconds on the roundout, this means you don't have to lower the gear until you are over the runway and have it made. I think we all remember people who've had trouble with the old slow-extending gear.

Another thing on the 104 that you'll like from a safety standpoint is the engine. This plane accelerates like a piston-engined job. We've been waiting a long time for this. Taking a

waveoff isn't going to be the chore that it used to be in early jets.

When you climb into the cockpit of this airplane of the future you're in for a treat. You've got a small, compact instrument panel with the gauges where you'd like to have them. It isn't perfect. I've yet to find two pilots who agree on where every gauge should go. But a lot of pilots have spent a long time in the seat of the mockup so that we'd have a panel that made sense and was simple. Simplicity is the essence of safety in my book. The fewer switches to throw, the fewer dials to look at, the fewer handles to move, all improve the pilot's chances of not making a mistake. We've done our best in this respect on the F-104.

For cockpit temperature you set the dial and forget it. Fuel management? Just like your automobile, unless you're carrying external fuel. Then you have one switch to throw. These little things add up. I think they're going to make your safety job easier.

What about the time when the score adds up too high against you and you have to leave? We've put a lot of work into this feature on the F-104. We have a downward ejection seat that works like a charm. No chance to be thrown into a tail surface.

What happens if you're down near the ground and you think 50 feet might make a difference? I've thought about that. Fifty feet doesn't make much difference, but if it should, I'd roll over on my back and eject up. (And if I didn't have control, I'd have left much, much earlier.)

Downward ejection is another feature of the new look in fighters. I think we'll see more downward ejection. It makes sense and more safety. We're also working on an ejection seat that will protect the pilot at extreme speed. We don't believe in the pod.

Well, I've talked quite a bit about a few of the safety features that we have on the plane. There are more, but I don't have time to go into all of them. I guess the point I'm trying to make is that at Lockheed we are doing our best to reduce your business—and give the pilot a superior fighting machine at the same time.

And this mention of a superior fighting machine brings me back to that first safety feature I mentioned earlier—performance. Performance so good in the speed realm that we don't need de-icers. The speed heats the surface so much that ice can't form.

As I said, performance like this is a wonderful feature. It can bring a pilot in and out so fast he doesn't get shot at for more than a few seconds. Every pilot likes this. The performance is there to overhaul and shoot down any fighter we know today. This is great.

But with this performance comes responsibility. The pilot is going to have to use this performance with the respect and care it deserves.

(Continued on page 17)

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VOXAIR VIXEN →  
Brigitte Bardot

These stills from the film "Doctor at Sea" show why this pet French actress is known as "The Fizz" in her native land.

Her biography, we are told, is the standard "school to modelling to films," but in her private life she is reputed to be anything but predictable. One national magazine recently reported that "she knows Hamlet by heart, drives like a demon, swears like a trooper, and believes in ghosts!"

Now under contract to an American film company, we predict a very bright future for Mademoiselle Brigitte.



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Edited by BOB MAITLAND

### Potential Pilots Scared By "Superman" Talk?

GROS TENQUIN, France—Must you be a superman to fly a jet for the RCAF in this era of planes that fly more than eight miles above the earth's surface at speeds in excess of sound? For the answer to this problem, which may be worrying parents of Canada's air-minded youngsters, reporter Ken Metheral visited the RCAF air division in Europe. The answer, he found: a firm "No, but it helps. "Yet there is nothing of superman about those who fly the red-hot jets," says Metheral. "men such as G/C Buck Newson of Calgary and F/O Walter Gwosd of Portage la Prairie, Man.

"This superman talk is a lot of rub-bith," says Newson. "We certainly need men who are physically fit, alert and intelligent, but so do the army and navy, and most civilian employers."

### BRITANNIA'S ON DISPLAY



Shown here is the civil version of the CL-28, the original Britannia. The CL-28 will appear basically the same with the addition of radar domes and the replacement of the turbo-prop engines with Wright piston-compound engines.

### Canadair Gets Sub-Hunters Order

MONTREAL—A multi-million dollar contract for more of the giant CL-28 sub-hunting aircraft being built by Canadair for the RCAF has been given the company by the department of defence production. The CL-28, to which no type name has yet been assigned, is patterned on the Bristol Britannia, but to meet the requirements of its role as a sub-hunter it has been modified drastically—in design, to provide for its military equipment, and in power, through use of four Wright compound engines instead of the Britannia's turbo-props, to give it long range at low levels and moderate speed as required for its special tactical mission.

### Helicopter Delivers Patients To Hospital Doors

"On Wings of Mercy" would be an apt motto for Air Transport Command's 108 Communications Flight which recently performed its third mercy mission to the doors of a hospital in downtown Montreal.

For the third time in less than three months a helicopter from the "whirly-bird" unit based at Rockcliffe near Ottawa, last week rushed a critically injured child from the scene of an accident in Shawinigan Falls, P.Q., to the doors of the Montreal Neurological Institute.

Landing in Molson Stadium in downtown Montreal, less than 200 yards from the hospital's receiving room, the first of these unique missions took place early in March. The second emergency call came in late May and the most recent flight occurred early this month.

In all three ambulance flights Flight Lieutenant C. A. "Chuck" Rainsforth has been at the controls of the helicopter, and on two occasions F/L Ann Harmon, a nursing sister at Station Rockcliffe hospital, has been on board to care for the patients.

When the helicopter settled down on the football stadium in Montreal recently, carrying its injured four-year-old patient, one of the interested on-lookers was the little lad who was responsible for No. 108 Flight making medical history. He was the five-year-old boy who had been rushed by the RCAF helicopter to the Montreal Institute last March, marking the first time in Montreal history that a patient had been delivered by helicopter to the doors of the Institute.

The little patient greeted F/L Rainsforth and Nursing Sister Ann Harmon, both of whom were on board the helicopter that brought him to the hospital from Smiths Falls, Ontario, and who had helped to save his life.

Second mercy mission to the Institute was from Cornwall, Ontario, and involved a 34-year-old construction worker.

The primary role of the all-helicopter flight at Station Rockcliffe is the airlift of equipment and construction materials into detection sites along the eastern sector of the Mid-Canada Line. But it is kept busy too in its secondary role of search and rescue work.

### Canada to Film Life of Billy Bishop



AIR MARSHAL W. A. BISHOP, V.C.

HOLLYWOOD—A "Canadian centre" built outside Vancouver and partially financed by the Royal Bank of Canada will start filming the life story of retired Air Marshal William A. Bishop in November. Arch Whitehouse, professional script writer and well-known author, was hired to do the story by Le Roy Prinz, producer of the film. Both men flew with Canada's great air ace and Victoria Cross winner during World War I. The writer said it was a toss-up whether Richard Burton or Richard Todd will play the role of the air marshal who shot down 72 enemy aircraft over France in less than six months.

### Germany Gets Third Navy Of Century

—For the third time in this century a new German navy is taking to the seas. By 1959 it may be a hard-hitting force serving as West Germany's naval contribution to the Atlantic alliance. Its main task will be to guard the Baltic Sea, Russia's gateway to the Atlantic.

The new navy will be unusual in many ways. It will number 170 ships, manned and serviced by 20,000 men. Its largest ship will exceed 3,000 tons displacement, with the exception of a training vessel of 4,500 tons. There will be a number of destroyers, each of 2,200 tons and with crews of from 250 to 280. Speeds of these ships will average 34 knots. They will be armed with new-type guns useable against aircraft as well as ships.

### High Speed Bail Out Problems Yet To Be Solved

OTTAWA—"This problem has been pretty well ignored all along," says S/L E. D. Harper, writing in the Canadian Aeronautical Journal. Harper is deputy chief test pilot at the central experimental and proving establishment here. He says major problems have yet to be solved in finding adequate protection for aircrews forced to bail out at high speeds and high altitudes. In high-speed bail-outs, air blast, violent contortions and high acceleration loads cause serious injuries or death. Harper says that the CF-100 fighter, in service with the nine home defence squadrons, has the most advanced escape equipment in use in Canada.

### Canadian Nav Expert Trains U.S. Polar Crews

CASTLE AFB, California — A key man in the training of USAF polar crews is 40-year-old W/C Keith Greenaway, on exchange duties at this strategic air command base, 100 miles south-east of San Francisco. The wing commander was loaned to the USAF to instruct strategic crews, flying B-47's and B-52's, in polar navigation.

W/C Greenaway discovered the floating ice island T-3 in the Arctic Ocean in 1947 (Voxair, August 27, 1954).

### Two Hundred PMQ's For Langar

LANGAR, England — Two hundred houses are to be built for families of RCAF personnel stationed at the Nottingham base. A British construction firm will erect the buildings and the air force will lease them. The housing estate is five miles from Nottingham, at Radcliffe-on-Trent.

### 50,000 In Air Force

OTTAWA—The Royal Canadian Air Force has grown from 400 officers and men in 1924 to a force of 50,000, says AFHQ. Highlighting the growth has been the introduction of two leading jet aircraft, the all-Canadian CF-100 Canuck interceptor and the F-86 Sabre powered by Canadian Orenda engines. (See Editorial, page 2.)

### RCAF To Replace North Star Fleet

EDMONTON — The RCAF is considering the Canadian-built Britannia turbo-prop transports as replacements for the four-engined North Stars of Air Transport Command, according to Air Commodore H. M. Carscallen, air officer commanding ATC. The air commodore, who served in Edmonton from 1948 to 1950 as chief staff officer Tactical Air Command, was at Namao for his annual inspection of 434 squadron.

### ENGLISH BEAUTY



### SUSAN BEAUMONT

Nineteen-year-old Susan, the new star with "the teenage look," plays the first big role of her new Rank contract in "Jumping for Joy," a comedy set against the background of greyhound racing at London's famous White City stadium.

Susan, we are told, is a homebody, and likes nothing better than cooking, dress-making and just plain sitting in front of the fire. We forthwith elect her 'the girl we'd most like to sit in front of the fire with.'



### UNBRUISED, UNBEATEN AND UNBOWED

Sugar Ray Robinson shows that they can come back, and what's more they can stay handsome doing it. Edna Mae checks her husband the morning after his middleweight title fight with Bobo Olson in May, and discovers he hasn't a mark to show for it. Sugar Ray retained his title with a fourth round knock-out.





MISS INDEPENDENCE DAY

JAYNE MANSFIELD

Warner Bros.

#### Norwegian Joins RCAF

LONDON, England — A Norwegian pilot who escaped to Canada from his homeland when the Germans occupied Norway in 1940, has arrived in Canada from England to start a career as a commissioned officer in the Royal Canadian Air Force.

He is Flight Lieutenant Halvor E. Bjornestad, 34, who has been accepted as an Aeronautical Engineer in the Air Force and is currently undergoing training at the RCAF's Officer's School, London, Ont.

Born in Stavanger, Norway in 1922, F/L Bjornestad escaped in September,

1940 into Sweden. From there he was sent to Russia, Persia, India, South Africa, West Indies, England, and finally Canada. "BJ" as he became known, reflects, "the trip took six months, mostly by rail and ship, with several compulsory stops along the way." Once in Canada he reported to "Little Norway" in Toronto and trained as a pilot, graduating in March, 1943 with the rank of Sergeant.

In July of that year he began flying on operations with 332 (Norwegian) Squadron flying Spitfire Mark IX aircraft from North Weald. "BJ" was transferred back to Canada in Decem-

ber 1944 for a rest period and spent his time between "Little Norway" and RCAF Station, Centralia, Ont. He returned to Norway in 1945 to fly Sunderlands with the Norwegian Air Force.

In September 1946 he returned to Canada for the third time to attend the University of Toronto where he graduated in 1950 with a B.Sc. degree in aeronautical engineering.

F/L Bjornestad had become a regular officer in the Royal Norwegian Air Force in 1947 and, after his graduation in Toronto, returned to Norway to continue his engineering work at the RCAF Staff College in Oslo. As an instructor at this college, he was promoted to Captain in 1951, and in 1953 advanced to the rank of Major.

In July last year he received a scholarship at the Norwegian Institute of Technology in Trondheim where he did post-graduate work in industrial management. "However," he said, "I still keep up my flying and have been checked out on jets."

F/L Bjornestad married a Toronto girl, Eileen Richmond, in 1945, and she and their nine-year-old son, Erik, will join him in Canada in August.

Before leaving England for London, Ont., "BJ" said, "I spent altogether, six years in Canada, two years during the war, and four years after, and I think that the taste I got of the Canadian way of life influenced my decision to join the Royal Canadian Air Force."



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Manhattan: from the top of the Empire State Building, looking north along 5th Avenue.

## "ON LOCATION" IN NEW YORK

By CPL. BUD PAULS

*Cpl. Pauls recently returned to Winnipeg after an eight-week course at the United States Army Information School in New York. This is his account of the trip.*

THE turbo-prop engines of the TCA Viscount screamed impatiently for a moment and then, with a smooth and increasing surge of power, the aircraft streaked down the runway and into the air. I was bound for New York!

Meanwhile, other Canadian airmen from Halifax, Ottawa and Vancouver, were converging on New York by train, car and plane. There were five of us, all Public Relations Specialists, with orders to report to the United States Army Information School at Fort Slocum, a few miles north of Manhattan. We were to attend an eight-week public information course as part of our trade training.

RCAF airmen attending the school as part of a class of 80 were: LAC Dunc Dunbar, from Maritime Air Command, Halifax; Sgt. Dick Wilson and Cpl. Murray Perry from the Directorate of Publications, AFHQ, Ottawa; Sgt. Leslie Sawyer, from 5 Air Division, Vancouver; and myself, representing 14 Training Group Headquarters, Winnipeg. The remainder of the class was composed of enlisted men from the U.S. Army and the U.S. Air Force.

On arrival at New York's Idlewild Airport I was greeted in grand VIP fashion by the two sergeants—one, an American instructor, and the other, Sgt. Sawyer, fellow RCAF student and later roommate. The two NCOs escorted me to a waiting staff car and driver, and in this impressive manner I arrived at Fort Slocum, wondering if somehow the message announcing my arrival had been garbled to read Lieutenant Colonel rather than Leading Aircraftman.

It was Friday, March 23, and New York was cleaning up what local newspapers described as "the big snow." However, over the week-end as the students settled down in the barracks and became acquainted with one another, the snow vanished under a warm sun.

On Monday the class was introduced to an intense schedule of training that remained in effect until the completion of the course. Only the more hardy students were able to take frequent advantage of the nearby tourist attractions due to the heavy work load. There were, however, several organized tours conducted as part of the training.

An afternoon was spent at the United Nations buildings in downtown Manhattan as part of the studies of citizenship, history and government. The Press Department of the school organized a trip that took the class across the Hudson River to visit a daily newspaper plant in a small New Jersey city. Another highlight was a trip to the military academy at West Point where we witnessed a dress rehearsal of a graduation parade. The Radio and Television Department arranged a tour of the Army Signal Corps movie and television studios on Long Island where Sergeants Wilson and Sawyer conducted an interview before the television cameras.

A tour of a different sort took place on April 1 when Sgt. Wilson and I were promoted to our present ranks. This event, quite naturally, called for an impromptu gathering in the NCO's Mess.

Most students found it necessary to develop a rigid and quick-paced routine to avoid slipping behind in the completion of practical projects and assigned studies. Some felt the

(Continued on next page)

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## ON LOCATION . . .

(Continued from previous page)

pressure to such a degree that they literally marooned themselves on the base, located on a small island in Long Island Sound. I managed to make only three trips to New York City during the two-month stay. But, at least I was able to return with a few pictures.

The intensity of the course is indicated by the fact that there were over 50 graded projects and exams completed by the students. However, for anyone genuinely interested in public relations work, the attractions of the training facilities on Fort Slocum Island adequately balanced the attractions of the bright lights of Manhattan glimmering on the horizon.

There was a spacious and well-stocked library, where numerous Canadian publications, including the familiar Current Affairs pamphlets and our own air force "Roundel" were available. Many hours were spent there by students doing research on subjects ranging from the food crisis in Southeast Asia, to the problems of the soldier in Arctic warfare.

A completely equipped radio studio was also at our disposal and during the course each student completed a radio script for a fifteen-minute program. Two Canadians, Sgt. Sawyer and Cpl. Perry, turned out the best scripts of the class and they were produced under the guidance of the instructors and with the assistance of fellow



Times Square: gaudy, noisy, fascinating.

students. The two authors acted as directors of their shows and Sgt. Wilson and I were pleased to hold key roles in Sgt. Sawyer's production. The programs were "cut" on records and these were presented to the winners.

Photography was a very interesting subject and at the conclusion of the course students were operating the large press cameras as well as developing their own prints.

The thought of the Public Speaking Department still generates butterflies in my stomach. During the course each student made a two-minute introductory speech as well as three five-minute speeches on widely varied topics. These were

presented before an audience of instructors and students.

Lengthy instruction in news, caption and headline writing was given as well as newspaper make-up. Public relations policy, geopolitics, Communism, psychological warfare, and other subjects were taught with the purpose of giving the students a well-rounded knowledge enabling them to interpret and understand current world affairs and to apply this knowledge to their work.

As the course drew to a close, students competed keenly for top positions in the final class standings. On graduation day it was found that the five Canadians had placed within the top 13 of the 75 graduates, with Sgt. Wilson and Cpl. Perry coming in for honourable mention.

The opinion that the course was a valuable one appeared unanimous among the students as they gathered for their graduation party. The lecturers and instructors were highly praised for their efficiency and such words as "fabulous" were heard in describing the school's facilities. Many instructors urged the graduates to keep in touch with the school, offering to assist them in any way possible and any time. Further value, of course, was found in the many new friends we had made.

It was with the fire of ambition and thoughts of appreciation that we departed New York on the return journey to our home units.



United Nations: the modernistic entrance hall.



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By

P/O B. A. RATHBONE

# Chaplain's Page

Assistant to

Protestant Chaplain

## THOUGHTS ON BIBLE READING

AT SOME time in life each person decides that he should read the Bible, so he opens his Bible and begins at Genesis and by the time he has reached the Book of Numbers he is thoroughly discouraged and lays the Bible aside because it is uninteresting and boring. I think the reason for this is that it is assumed that the Bible, like any other book, is straight forward in thought and that it is a unified story. This, however, is not the case. The Bible may appear to be one book, but actually it is a collection of separate books bound in one volume; each book has its own particular purpose and use and it may or may not be related in subject and purpose to the book which precedes or follows it. This is one reason why there is so much repetition in the Old Testament.

The best way to approach Bible reading or study is by tracing separate themes which appear in the books of the Old and New Testaments. In this way it is then possible to see the relation between the Old Testament and the New. One theme which clearly illustrates the unity of the two sections of the Bible is a study of the history and content of prophecy.

Now, if you are to approach the Bible by studying the various themes you will of course need guidance, and this brings up a very important point. The Bible is the book of the Church of God and it means very little without the witness of the Church. The Church

compiled the Bible and it grew up in and out of the life of the Church. At one time there were many religious writings in the Old Testament period and the Jews decided upon what books were to be retained for use in Scripture. The same situation occurred in the early Christian Church, because of various pressures on the Christian Community, such as gnosticism (a form of mystery religion) it became essential that they should build up a collection of sound authoritative Christian documents rather than rely entirely on oral tradition. Thus, the Bible is a book which belongs to the Church and the Church is responsible for teaching and explaining it.

Today there arises the question—"Which section of the Church of God has the right to interpret the Bible?" This question is a difficult one to answer in a short space, but I shall try to give some factors which entitle a Church to interpretation. The first factor is how close is the Church to the thinking and worship of the Christian Church in the second century. A second factor to be considered is just how does the Church regard history, archaeology and the facts of the modern physical sciences. The third and most important factor is what does the Church mean when it says that the Scriptures are inspired. The reason for setting out these qualifications is that the Bible contains poetry, history, philosophy and theology along with many

other elements, and if these things are ignored, then, scripture can be made an unintelligible jumble. Any approach to Bible study must acknowledge that biblical characters were men of their age and that the thing which is important is not their thoughts on the physical sciences or what they did in the cultic practices of the Old Testament, the important thing is how did they experience and understand God as we worship Him today.

This means that to read the Bible one must have instruction, and come to know the background of the Old and New Testaments. When approached in this way the Bible is a fascinating and most inspiring book. The reason for this is that we come to appreciate the spiritual conflicts of life and man's relation to God and our faith becomes a living thing which we can relate to the problems of today. Bible study then gives us a way of life and a standard to live by and it is more than a collection of stories about men in ancient days.

Hast thou not known? Hast thou not heard, that the everlasting God, the Lord, the Creator of the end of the earth, fainteth not, neither is weary? There is no searching of his understanding. He giveth power to the faint; and to them that have no might he increaseth strength.—Isaiah 40:28-29.

## WINNIPEG SPORTSMEN HOLD COACHES' CLINIC

By CPL. BUD PAULS

UNDER the guidance of two prominent Winnipeg sportsmen, 28 RCAF airmen and airwomen from 14 western air bases have completed a one-week track and field coaches' clinic conducted at RCAF Station Winnipeg and the city's Sargent Park.

The instructors, Jim Daly, provincial chairman of the Amateur Athletic Union of Canada, and Coy, 42, Canadian entrant in discus and shot-put events in past British Empire Games, are currently making plans to conduct a similar clinic for eastern air force personnel at Greenwood, N.S., to be held in July. Both are Flying Officers in the RCAF reserve.

Mr. Daly, a sportsman since his Kelvin High School days in Winnipeg, and the holder of the provincial record for the half-mile race after breaking his own record in 1950, instructs in track events. Mr. Coy, captain of the Canadian discus (Continued on page 35)



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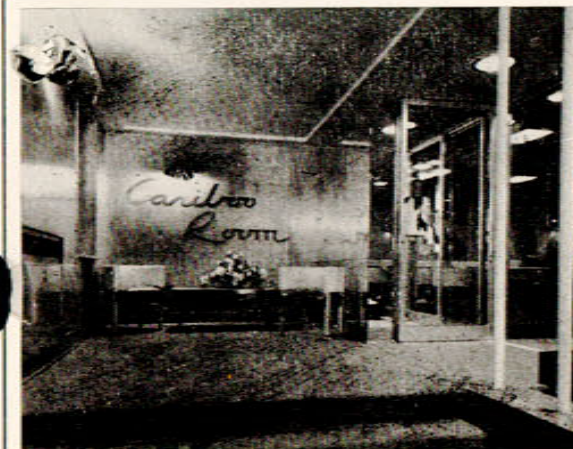
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# M.C.A. PILOT WINS McKEE TROPHY

## MacInnis Honoured for DEW Line Work

GERALD LESTER MACINNIS, a captain with Maritime Central Airways, Mont Joli, P.Q., has been selected as winner of the McKee Trans-Canada Trophy for 1955.

The McKee Trophy dates back to 1927, and is presented each year for meritorious service in advancement of Canadian aviation. Previous winner, for 1954, was Wing Commander Jerauld G. Wright, DFC, of the RCAF. The prized trophy was donated by the late Dalzell McKee of Pittsburgh, a wealthy aviation enthusiast who made the first trans-Canada flight by seaplane, in 1926. Mr. McKee established the trophy in recognition of the welcome and assistance provided by the RCAF.

The award has been made for Captain MacInnis' outstanding contribution towards the success of Distant Early Warning Line operations in the Canadian Eastern Arctic.

Maritime Central Airways is the prime airlift contractor for the Eastern Sector of the DEW Line, and Captain MacInnis was responsible for landing the advance parties in this region, extending over 900 miles.

Captain MacInnis personally carried out the initial aircraft landings at all but one of these points, enabling camps to be set up preparatory to construction work. This task was carried out despite formidable

difficulties, without accident of any kind.

### No Navigational Aids

The task of locating the site points was a serious problem in itself. While the site points had been chosen on a map, there were few if any geographical features to enable them to be identified from the air, particularly during the dead of winter, when the operation was carried out. For the initial flights navigational aids were, of course, non-existent.

The Arctic flying job completed by Captain MacInnis is considered one of the toughest in the history of Canadian commercial aviation. It was carried out with a C-47 equipped with skis, and due to the distances involved it was necessary to leave the main base on almost every flight with full tanks. This reduced the payload and necessitated a second and sometimes a third flight to each point, after landing the advance party, to deliver supplies and equipment to set up navigational aids for further flights.

### Weather A Hazard

Drifting snow and reduced visibility were constant hazards and made the problem of locating the advance party on the second and third flights in to each point almost as difficult as spotting the site

initially. These early flights were all made without local navigational aids of any sort.

Captain MacInnis carried on well beyond a normal call of duty in completing the operation under extremely difficult conditions, and in a short space of time.

### Former BOAC Captain

A veteran RCAF and commercial pilot, Captain MacInnis entered the air force in 1941 and was selected for observer training, which he completed in January 1942. He was commissioned and posted to 116 Squadron carrying out anti-submarine operations from the East Coast. Following a tour of operations he was promoted to flying officer and in November, 1942 was selected for pilot training. This he completed in June 1943, being one of the few RCAF members holding both observer and pilot wings.

He served with 117 Squadron on anti-submarine patrols, and in 1944 was posted to the U.K., where he flew on ferry operations. In 1945, having been promoted to flight lieutenant, he was loaned to BOAC as a flying instructor. He remained with the company after leaving the RCAF as an instructor and check pilot on the North Atlantic, and in 1950 resigned and returned to Canada. He joined Maritime Central Airways in 1951.

## SAFETY IN THE "MACH" -ING BIRD

(Continued from page 5)

General Boyd, when he climbed out of this airplane for the first time, said (roughly in these words): "Why, we can stick any 400-hour cadet in this airplane. It's a cinch."

That's true. It is a cinch. But this is where our job at Lockheed and yours begins. This airplane and others like it coming up are going to be right in your lap. I'm talking about safety of flight.

We've got engineers, field service representatives, flight simulators, and all manner of equipment keyed to this airplane. We're going to do our best to make the indoctrination of the pilots to this airplane as smooth as possible. We're going to walk with the 104 every step of the way into service.

But with these new airplanes you yo-yo around the sky. Even after the pilot has been through the training courses, has checked out in the simulators, and become well acquainted with the airplane as is possible, there's still another step to go and that is going to be your job.

The youngsters are good, so are the new airplanes. But "old fogies" like myself are going to have to go after these new pilots—along with the flight safety officers—with every trick we have in the book to make them realize

what a lot of airplane they have in their hands.

You men know that in these days of fast jets if two oncoming airplanes get on a collision course at high speed they've just bought the farm. They can't see each other in time to turn off. With the F-104, unless the pilot is on his toes this can happen if a slower plane is going in the same direction!

Flying the F-104 is something like giving a submachine gun to a soldier who has been used to shooting a muzzleloader. The machinegun is just as safe—probably safer—but the man has to learn to treat the weapon with the respect and care it deserves. You handle it different. You think ahead before you let go with it.

I personally think that F-104 pilots should be JUST F-104 pilots. Let them be specialists. Because if pilots are turned loose one day on the F-104 and the next day on something with inferior performance, it would be like driving a Ferrari one day and a Model A the next.

Truthfully, I think the F-104 is going to be one of the safest planes the Air Force has ever operated—as well as being the best. But no matter how many safety devices we put on planes

it doesn't mean a thing unless the pilot is also working at the job of safety.

That's where you come in—to keep the pilots working at it. And with the new age of flight we're all going to have to work at least twice as hard because we're going more than twice as fast.

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LAC J. B. Smith

LAW H. A. M.  
ORONOSKI

TWENTY-ONE year old Helen Agnes Mary Oronoski, who prefers to be called June, was born in Moose Jaw, Saskatchewan, of Ukrainian parents. When she called at our Office a few days ago she had just completed the track and field clinic course, so, naturally, the discussion swung almost immediately to sports.

June has always been interested in the athletic life, with plenty of basketball and softball at the Moose Jaw Technical High School,

and bowling in local leagues after school hours.

On leaving school at seventeen she worked as a stenographer with the department of agriculture, and at the same time played Grade A ball with the Uptown Jewels. After a period as a cashier at a food store June joined the air force in February, 1954, as a clerk-typist.

At Aylmer, under training, she entered track and field, and won the championship cup. She arrived at Winnipeg in September, 1954,

## Personality

and promptly decided to enter the local games the following summer. The rest, of course, is history. June entered the Highland Games in 1955, and brought home the Ros Bowl, premier award for lady competitors. She is training hard again this year, for the games starting July 2.

"Do you think you'll take the Bowl again this year?" we asked. "Well, there'll be a lot of competition," she replied, "but I'll do my best."

June mentioned that she would be leaving the service around the end of the year. "What do you intend to do?" we asked, expecting one of the usual replies—get married, go to the States, work for Eaton's, raise dogs, and so on.

"Wrestle," she announced.

We did a double take. "Wrestle?" we gasped.

"Wrestle," said June, firmly. "In the States. On the ladies' circuit. I started wrestling when I was seventeen, as an amateur of course, and I liked it. I wrestled against a few very good lady wrestlers in Saskatchewan, Marlene Hensrud for example, but now I plan to make a career in the game."

Being a long-time 'grunt-and-groan' fan we settled down to a most interesting discussion on the finer points of the grappling business, larded with expressions such as 'hip toss,' and 'elbow smash,' and 'step-over toe hold.' We got the impression that June knows her onions when it comes to the wrestling business, and that next year

(Continued on page 29)

## Personality

AS A new policy we are presenting two personalities in each issue, and our second introduction this week is LAC Robert Louis MacDonald of operations.

A native 'Spud Islander' (P.E.I. to the uninitiated). Mac was educated in Charlottetown, attending St. Dunstan's University for two years prior to enlistment in the RCAF in 1941. After training at 6 ITS, Toronto, and 4 Wireless school, Guelph, he graduated from Fingal, Ont. B & G school as Sgt. WAG.

Mac put in some time at St. Johns AOS as a staff WAG before being posted in 1943 to OTU at Nassau in the Bahamas. 1944 saw F/S MacDonald in Ferry Command, operating out of Montreal on Liberators.

His operational service was with 206 Squadron of the RAF Coastal Command engaged in coastal patrols in the English Channel and the North Sea up to D-Day, and after D-Day out of Leuchars, Scotland, on anti-submarine patrols. By this time our personality had become a WO1.

1945 saw two important developments in the life of LAC MacDonald. He was posted to Thornaby for Air Sea rescue work on Waricks, the lifeboat-dropping aircraft, and he was commissioned as Pilot Officer.

Repatriation to Canada in 1945 and returned to St. Dunstan's. When within striking distance, so to speak, of his degree he had to leave the university and went to work for the CNR, Toronto. From

LAC R. L.  
MacDONALD



LAC J. B. Smith

1952-53 he worked as manager of a Chateau Gai wine store, and in 1953 rejoined as an AS Op (Flying Control).

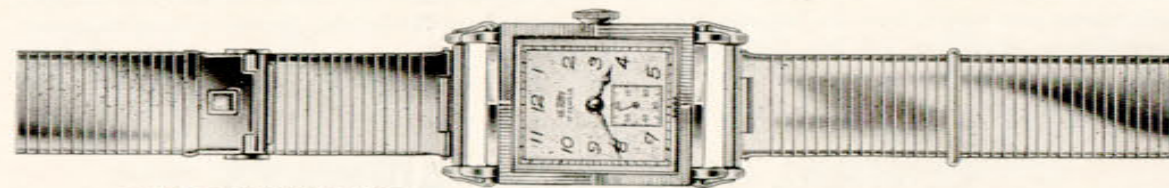
He arrived in Winnipeg in May 1954 via St. Johns (Manning Depot), Chatham, N.B. (contact training), and Grand Bend (Flying Control course), and has been employed in 3 hangar, Operations Section, ever since.

Mac married in 1951 the former Dolly Corbett of Antigonish, N.S.

and they have two small children of assorted kinds—Margaret Mary who is 4, and James Austin who is 3.

Our personality struck us as a rather serious young man, an impression subsequently borne out by his reply when asked about his interests in school—"Latin, in fact all languages, although I did play some English Rugby, and hockey.

(Continued on page 29)



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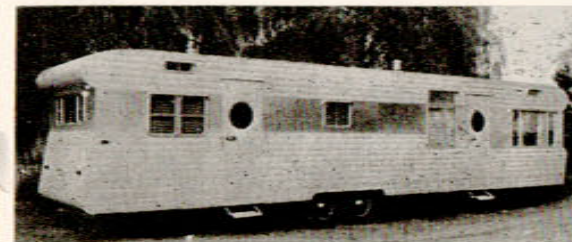
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# 111 C. AND R. FLIGHT

By F/O NORM McMILLAN



VETERAN BUSH PILOT SAFE AFTER ORDEAL

Carl C. Crossley, 60-year-old veteran Canadian bush pilot, calls his wife after being rescued from a tiny ice floe in the Arctic last month. Crossley was forced down by bad weather and drifted in the icy waters for twelve days before faint SOS messages were picked up by nearby ground stations.

ON Saturday, 19th May, civilian pilot Carl Crossley, 60, took off from Site 26 on the Dew Line. He was flying a Norseman from Site 26 to Site 27 and from there to Chesterfield Inlet on the west coast of Hudson Bay. He was last heard from over Site 27.

Search operations were started on Sunday, 20th May. F/L Chase and crew from 111 took off for Coral Harbour in Dak 436. Tuesday, F/O McMillan and crew in 913 took off for Coral, with S/L S. Young, Operations Officer of Station Winnipeg as Searchmaster. Wednesday, 23rd May, F/L Wannamaker and crew in 568 headed for the search area.

An intensive search was carried out for six days over glaring white snow. Nothing was sighted. On Saturday, one week after he had disappeared, an SOS was picked up

by Chesterfield radio and also Nottingham Island. Chesterfield reported receiving a strong signal. F/O McMillan in 436 with F/Os Kirkwood, Mason, Chitra and F/O Corker from the AOS took off immediately to search this area. It was the first clue to the possibility that Mr. Crossley was still alive.

They searched for seven hours, three hours over the open water of Hudson Bay, with no results. On their return to Coral Harbour, the port engine failed as the aircraft arrived over the coast of Southampton Island. Unable to maintain height on one engine, the crew were ordered to jettison loose equipment. This was done and 436 limped into Coral Harbour.

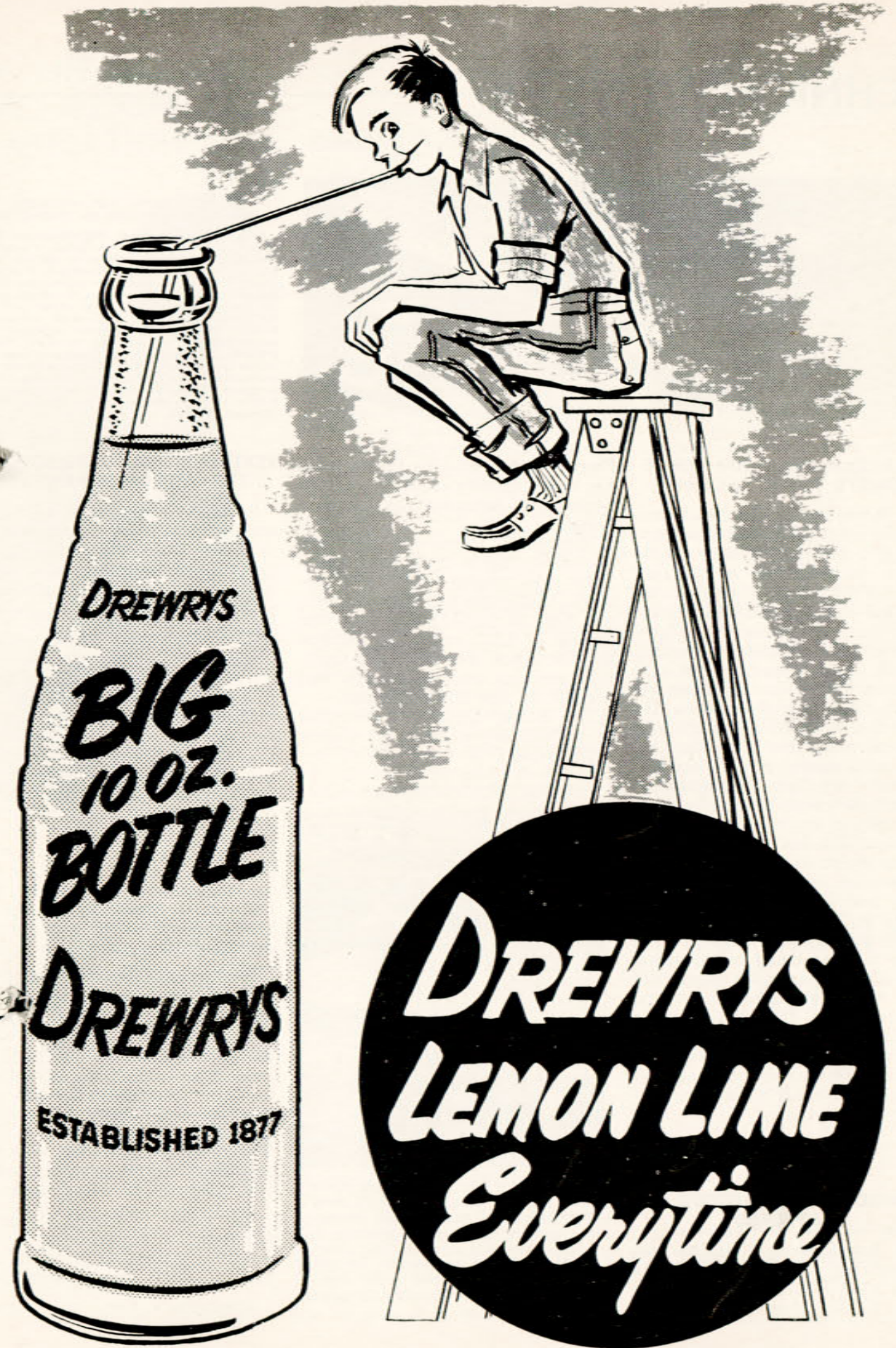
More SOS signals with garbled irregular signals were picked up during the next two days. A Lancaster from Comox took off on

Tuesday and headed north to a new search area. The Lancaster crew spotted the survivor on an ice floe. There was no Norseman in sight. Messages flew back and forth from the time he was found until he was picked up there was always an aircraft above him circling keeping him in sight and probably keeping up his morale.

A snowmobile was sent out from Coral Harbour to pick him up, but it couldn't get through because of deep crevices in the rock and snow. An Eskimo dog team was sent out. It didn't get through. Finally an RCMP Otter flown by Constable Gord Fletcher flew in from Churchill and landed near the ice flow. Corporal Savage of the para-rescue section at Churchill paddled out in a portable canoe and rescued Crossley from his floating home.

Two days after he had been forced down because of weather, a group of Eskimos had passed by. Mr. Crossley, instead of going with the Eskimos, had given them a message to deliver to Coral Harbour. Two weeks after the search ended, S/L Young received the message. The Eskimos had run out of dog food and had stopped to fish for more.

Mr. Crossley was flown to Coral Harbour in the Mountie Otter and thence to Churchill and Winnipeg in Dak 913 flown by F/L Ron Dickson. 913 was met in Winnipeg by TV photographers and newsmen and Mr. Crossley spent an hour or more telling his story and being photographed. His aircraft had slipped off the ice floe and had been crushed by the heavy ice and sank. He had drifted far down the Bay at the mercy of the winds and had been blown back close to his original position. This was where he had been found.



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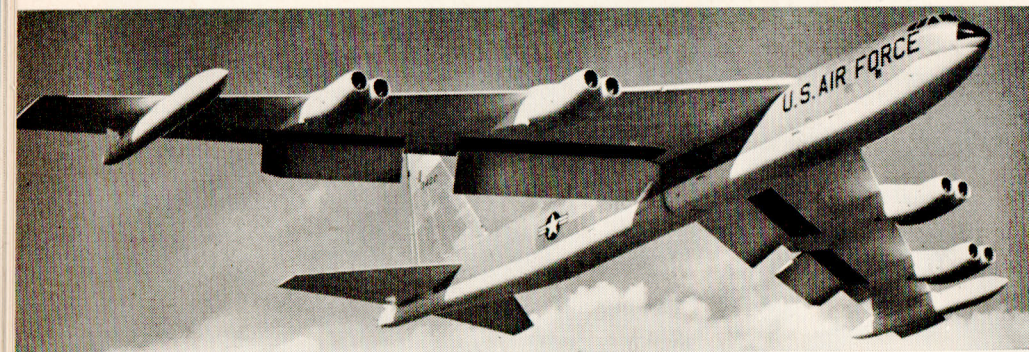
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# TECHNICAL NEWS

Edited by F/O MARTY PLUMSTEAD



## LATEST BOEING B-52 REVEALED; NEW STRATOFORTRESS IN PRODUCTION

Latest in the eight-jet, 400,000-pound Boeing Stratofortress series, this new B-52C is seen on a test flight near Seattle before its delivery to the U.S. Air Force Strategic Air Command. This photograph, the first released for publication by the Department of Defense, shows to advantage the new, larger external fuel tanks under each wing tip which differentiate this model from earlier B-52's. The 650-miles-per-hour strategic, long-range bombers are powered by eight Pratt & Whitney J57 engines, each developing more than 10,000 pounds of thrust. The big Boeing is in production at the Seattle plant of Boeing Airplane Company. A similar Stratofortress, known as the B-52D, is in production at the Boeing Wichita (Kansas) Division.

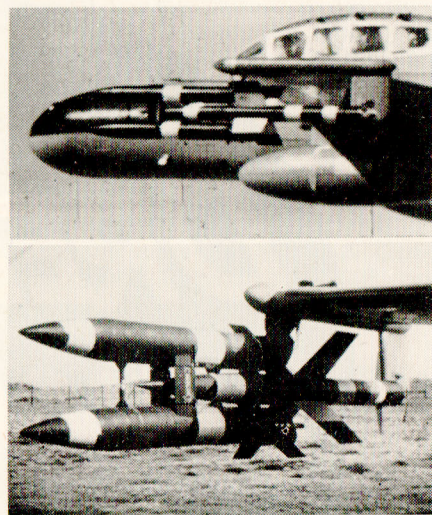
## ROYAL CANADIAN AIR FORCE COMETS TO FLY AGAIN

The Royal Canadian Air Force Headquarters in Ottawa have announced a decision to have modifications carried out to its two Comet 1A jet-transport aircraft (de Havilland Ghost engines) to permit of their full operational use. The work of modification, which will take about a year, will be carried out at the deHavilland factory at Broughton, near Chester, in the United Kingdom. Both Comets will be flown from the Canadian de Havilland factory at Downsview, Toronto to the United Kingdom by de Havilland crews headed by John Cunningham, the company's chief test pilot. The first Comet, following test flights at Downsview, will be flown to the United Kingdom shortly and the second will follow later in the summer. The modifications to the RCAF Comets will be similar to those being incorporated in the Comet 2's for the Royal Air Force. When returned to service with the RCAF they will provide facilities for transport as well as a suitable means of exercising the Canadian defence system against high-speed aircraft simulating enemy bomber attacks.

Fairey Delta 2 on 10th March 1956, has been officially confirmed by the Federation Aeronautique Internationale.

The record speed was the average of two flights in opposite directions over a nine-mile course between Chichester and Ford, Sussex, the first at 1,117 m.p.h. and the second at 1,147 m.p.h. It exceeds by 310 m.p.h. (over 37 per cent) the previous record set up last August by the United States.

The Fairey Delta 2 is powered by a Rolls-Royce Avon jet engine with re-heat.



These are the first photographs to show in close-up the Fairey Fireflash, the first British air-to-air guided weapon to destroy a radio-controlled aircraft. The Fireflash is now in production for the Royal Air Force and under consideration by Commonwealth and NATO air forces.

## WORLD SPEED RECORD CONFIRMED

The Royal Aero Club has announced that the world speed record of 1,132 m.p.h. (1,822 km.p.h.) set up by Mr. Peter Twiss in the

## REVERSE PITCH PROPELLORS RE TURBO PROP ADVANTAGE

A marked advantage which the turboprop aircraft enjoys over the aeroplane fitted with pure jet engines is the ability to shorten its landing run by reverse pitch propeller braking.

This is one of the most striking characteristics of the Britannia, the world's largest turboprop airline. It gives the aircraft a remarkable landing performance even under the most unfavourable conditions. Using a wet runway, with no wind, and at maximum landing weight, the Britannia can fly over a 50-ft. high obstacle on the approach and come to rest only 1200 yards farther on. This is in temperate zones. At a high and hot aerodrome such as Johannesburg, where the landing run is inevitably longer, the comparable distance even in mid-summer is but 1500 yards.

But reverse pitch propellers are valuable not only in enabling the Britannia to use short runways. They are also a powerful safety factor when the aircraft lands on snow-filmed or ice-bound surfaces. Propeller braking is entirely independent of adhesion between the tyres and the runway and is therefore unaffected by ice which—motorists know—greatly reduces the efficiency of wheel brakes.

The ability to reverse blade pitch is one of the more recent developments in the evolution of the modern propeller. The earliest propellers

(Continued at foot of next column)

## NEW LIFE JACKETS HAVE AUTOMATIC INFLATION



A new life saving device that automatically inflates a pilot's "Mae West" life jacket upon contact with water has been perfected by North American Aviation, Inc. The automatic life jacket inflator compares in importance with such standard safety features as the automatic lap belt and automatic parachute release.

The search for an automatic inflator was triggered last year when North American Test Pilot George F. Smith became the first man in history to survive after bailing out of a plane at supersonic speed at low altitude. Smith, who landed unconscious in the Pacific Ocean off Laguna Beach, Calif., would have drowned if men in a nearby boat hadn't pulled him from the water 50 seconds after he lit. His life jacket, which had to be manually operated, was not inflated. Had his Mae West been equipped with the new North American automatic inflator he would have been assured of staying afloat, and his chances of survival would have been immeasurably increased had no one been nearby as he struck the water.

The entire automatic inflator assembly weighs five ounces, and will inflate a life jacket within 15 seconds after immersion in water. It consists of a cap, a piston, a spring-loaded plunger, a soft rubber flapper valve and an effervescent pill (60 per cent tartaric acid and 40 per cent sodium bicarbonate) that is about the size of an Alka Seltzer tablet.

The automatic inflator does not interfere with the normal manual operation.

Here's how it works. As the pilot drops into the ocean, water rushes through an opening in one end of the metal cap, forcing open the rubber flutter valve. The water passes through the valve and strikes the surface of the tablet causing it to dissolve and produce a cloud of gas. The gas pushes the flutter valve back into place at one end of the small chamber and forces down the piston at the other. This in turn releases the spring-loaded plunger, which strikes the manual operating lever with the force of a hard yank by a man, fires the CO<sub>2</sub> cartridge and thus inflates the jacket.

The device cannot be set off accidentally by rainfall, heavy dew or accumulated moisture, such as might be encountered by Air Force pilots under field conditions, because the flutter valve holds the opening closed until it is forced open by the pressure of a body of water on the outside.

North American has applied for a patent on the device, which has been demonstrated for both the Air Force and the Navy.

lers were carved from wood, so that the pitch of the blade—or the angle at which it screwed its way through the air—was unalterable. It would be the angle most generally suitable to the power and speed of the engine and the characteristics of the aircraft.

It was found, however, that the pitch angle needed for cruising was not the most efficient for take off. An aircraft needs a "gearbox" and this has been achieved by making propellers in which, by a system of hydraulics, the pitch angle can be varied from fine ("low gear") for take off, to coarse ("high gear") for cruising and maximum speed and for achieving the necessary additional "bite" in thinner air at higher altitudes.

With multi-engined aircraft it is

possible to fly quite safely with one or more engines stopped but a stationary or "windmilling" propeller can set up considerable air resistance or drag. To overcome this, propeller blades can be turned until they are virtually edge on to the airstream—"fully feathered"—and so offer as little resistance as possible.

Reverse pitch is achieved not by changing the direction of rotation, as is commonly done with marine propellers, but by turning the blades back from coarse pitch through fine pitch and beyond the "flat" position to an angle in the opposite direction. Thus the propellers, while rotating in the normal direction, exert a reversed thrust and this enables the power of the engines to be used to bring the aircraft to rest.

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# ENTERTAINMENT AND RECREATION CINEMA

Edited by BILL SPORNITZ

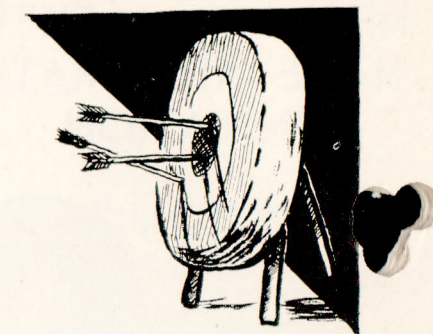
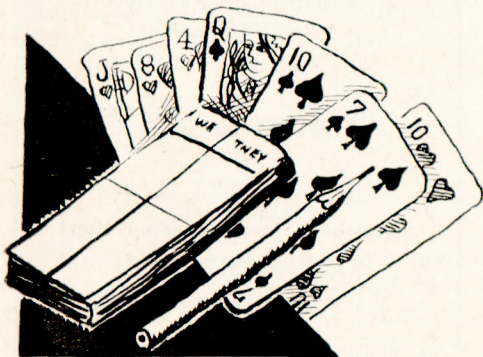
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CREWCUT SIGNS NEW CONTRACT



The three other members of "The Crewcuts" recording quartet offer their congratulations following the marriage of Pat Barrett to Marrianna D'Andrea, also a singer. Left to right: Rudi Perkins, Roy Perkins, the Barretts and John Perkins.



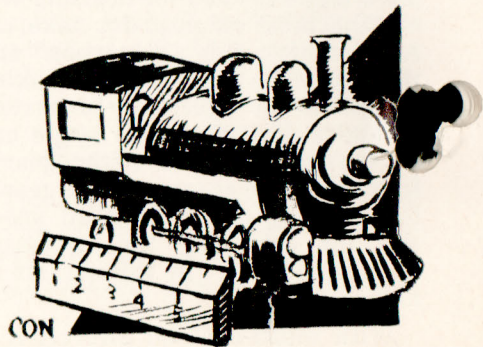
## OVERHEARD ON RECORD

By TERRY LA BROSSE

CONGRATULATIONS are in order for the cast and all the people who, in some way or another, are associated with the Station Drama Club. Their recent efforts were very commendable and I, for one, really hope that they will carry on with this new organization in the future.

\* \* \*

And now to the business at hand. In the last week or so I have had the pleasure of hearing some terrific music in the jazz vein. "Red Hot and Cool", (the title gives this package away) is Dave Brubeck's recent release for Columbia, featuring Paul Desmond on sax, Joe Dodge on drums. The best of Brubeck to date. Never have musicians worked so well together. "Little Girl Blue" is soothing, and displays Dave and Paul at their best. "Lover" is indeed progressive jazz and is a terrific example of combined rhythms. The piano plays



3/4 time to the drums 4/4 time. This LP is bound to please the most discriminating jazz collector.

\* \* \*

Anita is back! Yes, the girl who started with Kenton and developed the "husky" style of singing and then was a great part of the swing era with Gene Krupa. Anita O'Day, in a varied program of terrific standards, sings again in a new fresh way but with the "sexyness" of old. This is her first release since her near-tragic episode with narcotics. This release is on a new, but already very distinguished label called "Verve".

\* \* \*

RCA Victor's latest promotion program features a host of its loveliest thrushes including Teddie King, Lena Horne, Kay Starr, Laurlene Hunter and Dinah Shore. I've heard selections from these releases and all are worthy of high praise and should provide many hours of enjoyment to the listener.

\* \* \*

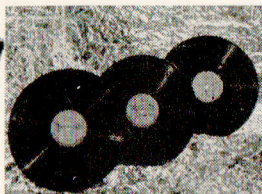
Incidentally, a good friend of ours, Gerry Chipman, will be only too happy to assist anyone selecting records at Deer Lodge Radio-TV.

\* \* \*

Next week we hope to have started a series of interviews with local entertainers and our first guest will be Paul Grosney, band leader at the "RANCHO".

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## DIRECTORY OF STATION SPORTS AND RECREATION GROUPS

### Station Recreation Council

Chairman: F/L Maclean, (Rec Centre 511)  
Member for Sports: F/O Genno (Voxair 216)  
Member for Hobbies: F/O Hollingsworth (AOS 335)  
Member for Entertainment: F/O Eaton  
(Meetings: Third Thursday in month)

### COMMITTEES

#### Station Hobbies Committee

Chairman: F/O Hollingsworth (AOS 335)  
Members: FS McBurney (Woodworking), Sgt. Irving (Auto club), Cpl. Askett (Photo club), Sgt. Gray (Amateur Radio), LAC Ratcliffe (Model Trains), FS Stockdale (Wire Jewellery).  
(Meetings: Second Thursday in month)

#### Station Sports Committee

Chairman: F/O Genno (Voxair 216)  
Members: F/O Ray Griffiths (Rugger), F/O Archie Sillars (Soccer), WO2 George Learmonth (Archery), P/O Hall (Rifle Club), F/O Keenan (Track and Field), F/L Piercy (Badminton and Golf), Cpl. Woodhams (Volleyball), F/O Langen (Curling), F/O Williams (Basketball).  
(Meetings: Second Thursday in month)

#### Station Entertainment Committee

Chairman: F/O Perry Eaton  
Members: FS Boeriu (Theatre manager), Sgt. Johnson (Square Dancing), F/O McNee (Station Dances), F/O Oliver (Drama Club), LAC Truelove (Bridge and Euchre Club), F/O Vensel (Judo), LAC Delasalle (Body building).

### CLUBS AND GROUPS

#### Rugger

President: F/O Ray Griffiths (AOS 485)  
Secretary: A/P/O Ritchie (AOS 485)

#### Soccer

President: F/O Archie Sillars (Radio school 517)  
Secretary: LAC Staff (GCA Maint. 349)

#### Cricket

President: F/O Genno (Voxair 216)  
Secretary: A/P/O Godwin (AOS 303)

#### Rifle Club

President: P/O Hall (NPF Accts. 311)  
Secretary: (not known)

#### Badminton

President: F/L Piercy (AI School 224)  
Secretary: LAC MacDonald (205)

#### Golf

President: F/L Piercy (AI School 224)  
Vice-Pres.: F/L Sparks (AOS 584)

#### Curling

President: F/O Langen (AOS 303)  
Secretary: (not known)

#### Volleyball

President: Cpl. Woodhams (358)  
Secretary: (not known)

#### Archery

President: WO Learmonth (Station Workshops)  
Sec.-Treas.: LAC Leckey  
Publicity: Mr. M. Gillman (AOS)

#### Track and Field

President: F/O Keenan (AOS 377)

#### Basketball

President: F/O Williams (256)

#### Theatre

Manager: FS George Boeriu (S.E. 254)

#### Square Dancing

Organizer: Sgt. Johnson (Fire Hall 501)

#### Station Dances

Organizer: F/O McNee (225)

#### Drama Group

F/O Don Oliver (AOS 256)  
LAC Ramsay (Rec. Centre 511)

#### Bridge and Euchre

President: LAC Truelove (246)  
Secretary: AW Ruth Brock  
(Closed for Summer)

#### Judo

President: F/O Vensel (AOS 225)  
Secretary: (not known)

#### Woodworking

Organizer: FS McBurney (404)

#### Auto Club

Sgt. Irving (425)

#### Photo Club

Cpl. Askett (422)

#### Amateur Radio

President: Sgt. Gray (352)  
Secretary: Cpl. Allison

#### Model Trains

LAC Ratcliffe (Rec. Centre 511)

#### Wire Jewellery

FS Stockdale (Rec. Centre 511)

(All the sub-committees should meet during the first week of each month, and minutes of the meetings passed to the chairman of the appropriate committee by the end of the week.)

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# SPORTS

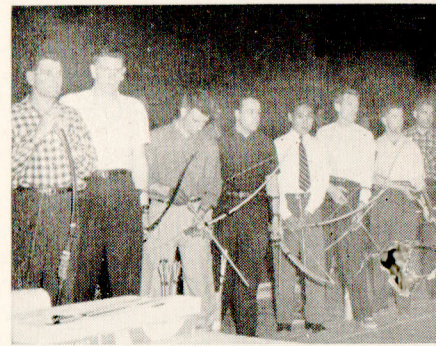
"Stocky"

## ARCHERY



Left: A group of competitors at the Manitoba Archery Association's May meet at Stevenson Field.

Right: WAITING FOR THE GO AHEAD — Andre Rozier, Vic Sweeney, Cliff Latigee, Paul Levesque, Charlie Soupay, Ed Gillespie, Dave Leckey and Moe Gillman.



The station has been the scene of two very enjoyable shoots during the past few weeks. On Sunday, May 13, the Manitoba Archery Association chose Stevenson Field as the venue for its annual championship and target awards.

Sunday, June 17, saw the station club's own field day, with the targets set up behind the station hospital. The conditions were ideal, and the club played host to teams from Portage and Gimli as well as the city club members.

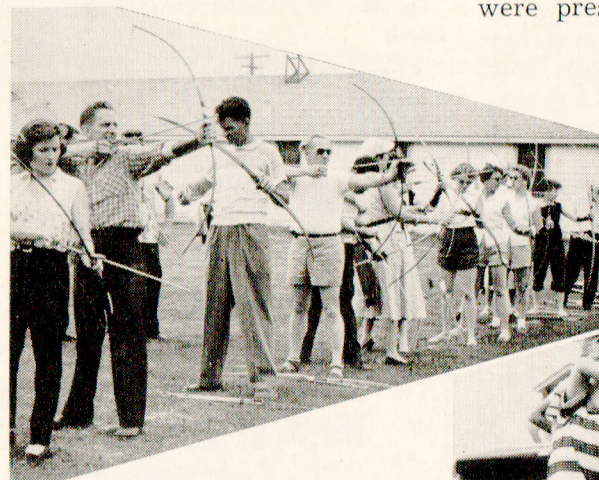
Our boys and girls did very well, and the executive are to be congratulated for a fine job of organizing. The afternoon's shooting ended with a wonderful meal, and a social get-together.

During the day honorary membership cards and "golden arrows" were presented to W/C Gaffney,



Left to right: Herb Thorley, E. Jeffries, Melita Thiesson, Rosa Erickson, Sig Neufeld, Dave Leckey and G. Forrester.

The meet was well attended by spectators and contestants alike, making the afternoon a very pleasant and worthwhile one. Members of the station club participating were LAC Cliff Latigee, LAC Paul Levesque, LAC John Lacerta, LAC Dave Leckey and Mr. Maurice Gillman. LAC Leckey won the target award for his group, and Moe Gillman was left at the post in his group on target 5.



Above: SHOOTING THE ORANGE — a group on the line at the station field day. Manitoba champion Ivan Buchanan is fourth from the left.

Right: KIDDY KORNER — The children were given their own targets, and spent a merry afternoon emulating the grown-ups.

(Photos by AC1 J. A. Miller)



Some of the guests from the Winnipeg Archery Club who attended the shoots at Stevenson field.



F/L Maclean, F/O Genno and W.O. Learmonth. The proceedings were televised by CBW-T.

If all clubs and groups were as well run as the station archery club, station sports organizers would have little to worry about.

## INTERSECTION SOFTBALL

After a shaky start softball is on its way. It started out with 18 teams, dropped to 15, up again to 17 and finally came to rest at 16. So far a few good games have been recorded, with large scores, but the important thing is that a lot of daddies are having a good time, regardless of results. The top teams to date are Sgts. Mess—2 wins, no losses; GIS—2 wins, no losses; Mitchell Servicing—2 wins, no losses; and Applied Radio—2 wins, no losses. The remainder of the teams are well grouped with a one-and-one record.

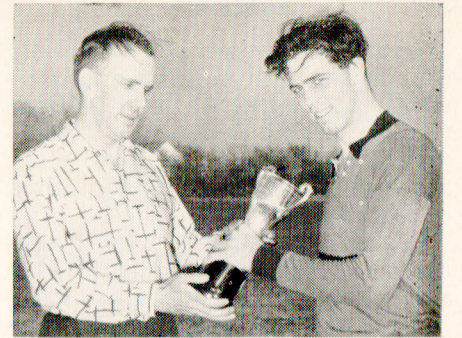
This looks like a record season, with all clubs aiming for that visit to the East for the Training Command championships.

The airwomen are having a good season for a first year club. Unfortunately they organized too late to enter a league, but are having themselves a ball in exhibition games. Their won and lost columns to date read four and one. They were scheduled to play Ramblers of the Women's Senior League, but weather caused a postponement. However, the game is still on the books, and we'll report it as soon as it takes place. The team, under coach F/O Hunt, is worthy of lots of support from station personnel, so how about turning out for the next one. You won't be sorry—you'll enjoy it.

## RUGGER

It finally happened. For the first time in five years the club lost a game, and a very important game at that. As is the custom, the station club played a combined all-star team from the rest of the league, and lost a real heart-breaker. We were leading all the way up to the last four minutes of the game, when a conventional try by the Rest spelled defeat by 6-5. A tough one, but even the Yankees have to concede once in a while.

As a consolation our seven-a-side entry in the annual tournament won out over Portage. The Wanderers, Portage, Maple Leafs, and two clubs from the city took



LAW A. R. Hossack  
The Commanding Officer, G/C G. F. Jacobsen, presents the cup to A/P/O Ritchie, captain of the winning team.

part, and the trophy was presented to captain P/O Ritchie by the C.O. at the end of the day. Thanks, chaps, for the balm.



LAW A. R. Hossack  
SEVEN-A-SIDE RUGGER WINNERS—STATION WINNIPEG  
Back row: Ritchie, Nichol and Francis. Front row: Martin, Woolmington, Hilton and German.

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## BASEBALL

Intersection baseball has really caught on, with eight teams operating four nights a week. Once again a Training Command championship is the goal, and all clubs are keen to be the representatives of 14 training group.

Armament Systems, with 2 wins and no losses are heading the league, but the rest are only a game behind with 1 and 1, so their position is by no means secure.

## SOCCER

Played—5, Won—5, Lost—nil.

What a record. From where I sit a championship looms up for our team. The usual team is Hodgson (goal), Terry Hayward and Tom O'Rafferty (fullbacks), Pete Cattle, Tiny Tew and Archie Sillars (halfbacks), F/C Palmer, A/P/O Bailey (outsides), LAC Devereaux, F/C Satterbakken (insides), P/O Worton (centre forward) (incidentally this laddie is a comer—4 goals last game), with Bell, Roder and McArdle as alternates.

LAC Staff, who has been away for the past month, is now out again, and fighting for a place on the team.

The scores of all games are as follows: First game, 9-0; 2nd, 9-0; 3rd, 8-6; 4th, 7-0; 5th, 8-0. From this we guess that unless the bottom drops out of the team, or the other clubs really strengthen their teams, we should bring home another cup for our trophy case. Keep up the pace, fellows. The station is proud of you.

## TRACK AND FIELD

A successful clinic for coaches was held recently at the station, and at Sargent Park, with personnel from all over western Canada gathering for instruction. Instructors were Eric Coy, former British Empire Games champion, and Jim Daly, one of Manitoba's leading athletes. After a week of films, lectures, and active participation all present left with a more thorough knowledge of coaching techniques.

Our track and field team is having a warm-up shortly, in preparation for the Manitoba Championships. F/O Bill Keenan reports good turnouts, and June Oronoski says she has added two feet to her discus throw.

## GOLF

The golf club is becoming so big that it takes two days now to get all the Ben Hogans through the weekly tournament at Tuxedo. Some very good scores have been posted, and this year shapes up as another banner year for the club.

Golf ball winners to date: F/L Piercy (3), F/O Turnbull, F/O Reid (4), F/L Chambers (2), F/O Creighton, F/O Auld, F/L Verhelst, Sgt. Cunningham, Cpl. Paquette, LAC Rushton, F.S. McKay, F/L Timmins, S/L Graham, Sgt. Mason, F.S. Robinson, Sgt. Back, Cpl. Russell, Cpl. Forth, F/L Law, F/O Sandberg, Cpl. Milson, F/O Walsh (2), S/L Kipp, F/L Sparks, Sgt. Chappelle, LAS Sokolski, F/L Enns, F/L Douglas, LAC Brewer and LAC Baxter.

## RIFLE CLUB

The club, under the very capable direction of P/O Hall of Accounts, is operating on a full schedule. Every week these lads and lassies are out competing against anyone

caring to give them a challenge.

The group shoot-off is to take place at Saskatoon on July 14 and P/O Hall tells me that the club will be ready for this one.

## SKEET

F/O Nasi, boss of the skeet club is looking for new members, and would like to remind all aircrew that they are permitted to shoot fifty rounds per month. Get out and use them up, fellas, and help strengthen the skeet club.

Group championships are slated for September 8 and 9 in Moose Jaw, and we are looking for a win.

## CRICKET

Since the season opened the station team has played two league matches and an exhibition, all three played to a draw.

On May 19 the schedule opened with a match against the RAF Club team, the Astrals. The Nomads batted first and racked up a useful 103 runs for nine wickets, including a sparkling 41 by skipper

A/P/O Wood. Unfortunately time ran out whilst the Astrals were batting, with their score at 82 for 4.

On the holiday Monday the station team was challenged to a match against the "Rest of the League", a team which included four boys performed very creditably to force a draw with this very strong team.

Stars of the team in the match against East Kildonan on May 26 were LAC Considine and A/P/O Osborne.

Considine added 28 runs to the total when we really needed them, enabling Nomads to declare at 106 for 4, leaving East Kildonan about the same number of minutes to get the runs. Despite an excellent bowling performance by newcomer A/P/O Osborne, who took 5 wickets for 17 runs, ably supported by F/L Cec Bateman with 3 for 11, E.K. stayed until stumps were drawn at 7 o'clock, finishing the game with 43 for 8 wickets.

With a little more spriteliness in the field, and fewer dropped catches, the Nomads should develop into a team to be reckoned with in this year's competition.

Since the above was written three more matches have been played, two by the Nomads and one by the Exiles. On June 16 Nomads met Wanderers in the first round of the Fort Garry Cup. With the help of a tremendous innings of 56 by A/P/O Bob Edmunds Nomads won the right to battle Bristols in the second round on July 21.

Exiles went down to Bristols in the first round draw on Wednesday, June 20, despite excellent bowling by LAC Staff, who took 5 wickets for 5 runs.

Saturday, June 23, was a sad day. Nomads lost heavily to a mediocre St. Georges side, mainly due to the inexplicable collapse of the station's batting. A team which on paper looked good enough to beat any team in the league could score only 19 runs. Just one of those things, I guess. They say every team does it once during the season, so we're lucky its over so early.

## RECREATION SCHEDULE

**BAND**  
30 June—Waterloo.

**VOLLEYBALL (CLINIC)**  
2-6 July—Portage—Clinic.

**FLAG FOOTBALL (CLINIC)**  
9-13 July—Portage—Clinic.

**RIFLE**  
14 July—Saskatoon.

**ARCHERY AND HORSE SHOES**  
21 July—Penhold.

**GOLF**  
28 July—Winnipeg.

**BASEBALL**  
Semi-finals—11 Aug.—Moose Jaw.  
Semi-finals—11 Aug.—Portage.  
Finals —18 Aug.—East.

**TRACK AND FIELD**  
25 Aug.—Portage.

**SKEET**  
8-9 Sept.—Moose Jaw.

**SOFTBALL**  
Semi-finals—8 Sept.—Gimli.  
Semi-finals—8 Sept.—Moose Jaw.  
Finals —22 Sept.—West

**SOCCER**  
Semi-finals—29 Sept.—MacDonald.  
Semi-finals—29 Sept.—Penhold.  
Finals —13 Oct.—East.

**FLAG FOOTBALL**  
Semi-finals—20 Oct.—Claresholm.  
Semi-finals—20 Oct.—MacDonald.  
Finals —27 Oct.—West.

**CRICKET**  
NOMADS: 30 June—Man. Tel. System.  
7 July—Bristol Aircraft.  
14 July—Astrals.  
21 July—Bristol Aircraft  
(Fort Garry Cup)  
EXILES: 26 June—St. Georges.

## LAW ORONOSKI

(Continued from page 18)

she'll be in there eye-gouging and hair-pulling with the best of 'em.

Despite this most unusual ambition we found June a rather feminine personality, and more than a little shy and reserved. She makes a hobby of collecting stuffed dogs, and her friends tell us she has hundreds of them.

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For the excellent example she has shown to other airwomen, both in her work and in sport, and for being a very pleasant and popular "personality," VOXAIR salutes June Oronoski.

## LAC MacDONALD

(Continued from page 19)

I always wanted to be a school teacher" he went on, "but now I guess I'll stick to the Air Force as a career."

"How about teaching in the service," we asked him?

"I would like that very much, especially the education branch. If I could put in the one year I have to do for my degree, I would like to apply for a job in education."

Whatever his future service career might bring, we feel sure that LAC MacDonald will tackle it with the same quiet determination and tenacity that he has shown in his job in Flying Control, and we wish him the best of luck.



# AROUND THE SECTIONS



Rear Row: F/L G. R. Runn, F/O D. H. Weir, F/L H. W. Jobb, and F/L S. R. Langman.  
Front Row: F/L J. A. Robertson, Maj. R. E. Sadler and F/L P. G. Griffiths.

The great day finally arrived for members of the Specialist Navigation Course at **Central Navigation School** when, on June 14, the graduates received their diplomas from G/C G. F. Jacobsen. Three of the graduates will be leaving CNS. Major Bob Sadler will be returning to the USA to take up duties with the USAF Air Academy at Denver, Colorado.

F/L Peter Griffiths has been transferred to Operational Requirements at AFHQ, or at least will be transferred as soon as the expected addition to the family arrives. F/L Ray Langman is bound for CEPE, Namao, and F/L's Harley Jobb, Robby Robertson, Gerry Hunn and F/O Dave Weir will remain on CNS staff.

Four other members of CNS will be leaving in the very near future. The CNI, S/L John Corrigan, is to take the Staff College course at Toronto, F/L Dave Munro is to replace S/L Verne McKeague in the Arctic research section of the Defence Research Board, F/L Bill Hoy is bound for Rome, New York, to relieve S/L Art Nordman in the Radio Research Development Unit, and F/L Paul Webb is slated for the Directorate of Instrument and Electrical Engineering at AFHQ.

One other member of CNS, F/L John Denis, has already left for England for instructional duties at the RAF Flying College, Manby.

The **Barber Shop** has a new face on display. Margaret Lariviere from Winnipeg is trimming and cutting with the best of 'em. This is called "emancipation of women," just another way



of saying they've found another way to get in our hair!

The Cross Lutheran Church, Morris, will be the scene of the June 29 wedding of LAC T. L. Smith of **Construction Engineering** and Miss Doreen Dreger. The bride-to-be is from Morris, and the reception, we understand, is to be held at the Happy Hearts Dine and Dance.

Civilian employee Andrew Beswatherick now has all but one of the required number for his future ball team. Mrs. Beswatherick presented him with number eight, a son, on Father's Day.

The stork is due at the home of LAC's H. Senior and G. Bothwell around the first week in July. There's a Simon cigar just right for both of you!

Nursing Sister Edna Poirier of **Station Hospital** spent a week in England recently, and on her return went on leave. What's the secret, Edna?

Speaking of Nursing Sisters we hope that the USAF have snaffled our Marion Neilly right from under our nose. Marion is to be married sometime around the end of the year to a USAF pilot.

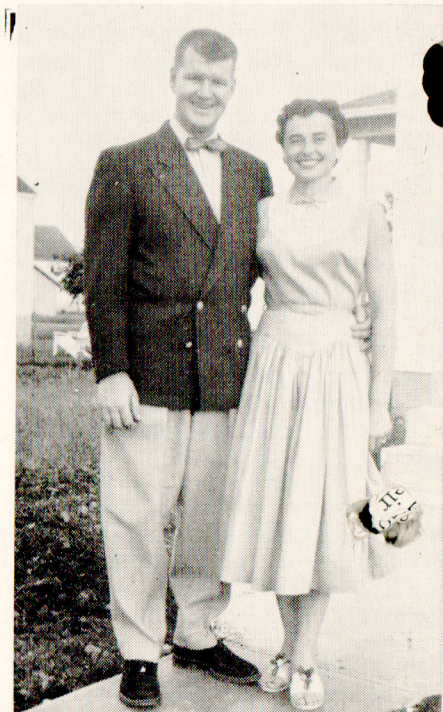
\* \* \*

And still on the subject of romance the close proximity of the hospital to the **Post Office** has paid off for Private G. Dwvniczuk and AW2 Shirley Elmourne who became engaged on June 16. They haven't as yet announced when the big day is to be.

\* \* \*

There are sometimes new faces at the **Guard House**, but they stay only a few days as a rule. The latest 'new face' we feel will be around a little longer as he is on the right side of the fence. Sgt. B. I. McCabe has joined us from Zweibrucken, Germany, and we are looking forward to hearing something of 'crime on the continent.'

\* \* \*



Over in **AI School**, we couldn't gather much news this time, but we do know that F/O Al Forgie and his lovely wife, Virginia, will be at Cold Lake by the time you read this. Al has been in Winnipeg for a long time, and Virginia has been very active in Officers' Wives Club functions throughout their tour here. They will both be missed by their many friends.

(Continued on page 36)

RORERTA MAUNDERS'

# LIBRARY CORNER

## NEW BOOKS

### Fiction:

- All Quiet on the Western Front ..... *Erich M. Remarque*
- Arctic Submarine ..... *Alistair Mars*
- The Commodore ..... *C. S. Forester*
- Death to the French ..... *C. S. Forester*
- The Girl He Left Behind ..... *Marion Hargrove*
- Gunner Asch Goes to War ..... *Hans Hellmut Kirst*
- The Quiet American ..... *Graham Greene*
- The Revolt of Gunner Asch ..... *Hans Hellmut Kirst*
- The Second Glencannon Omnibus ..... *Guy Gilpatric*
- The Strange Land ..... *Hammond Innes*

### Non-Fiction:

- Cross the High Frontier ..... *William Lundgren*
- Blackstone's Modern Card Tricks and Secrets of Magic ..... *Harry Blackstone*
- Enemy Coast Ahead ..... *W/C Guy Gibson*
- The Foreseeable Future ..... *Sir George Thomson*
- The Green Beret ..... *Hilary St. George Saunders*
- A History of the English Speaking Peoples ..... *Winston S. Churchill*
- Roberts Rules of Order Revised ..... *Henry M. Robert*
- Memoirs of Harry S. Truman ..... *Harry S. Truman*
- Vol. I—Year of Decisions
- Vol. II—Years of Trial and Hope
- Mathematics for the Million ..... *Lancelot Hogben*
- Motors Auto Repair Manual 1956
- To Sea In a Sieve ..... *Peter Bull*
- The Complete Book of Woodwork ..... *Charles Hayward*
- Die Alone ..... *David Howarth*

### LIBRARY HOURS

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1400 hrs. - 1700 hrs.

## BOOK REVIEW

**THE REVOLT OF GUNNER ASCH** Army. Quite likely Gunner Asch had and has his counterpart in every army in every country in the world since there have been armies and wars. Every private soldier could easily imagine himself in Gunner Asch's shoes and vicariously enjoy his campaign to make non-commissioned officers look ridiculous or the higher ranks feel uncomfortable. Gunner Asch's revolt is somewhat in the nature of passive resistance—it never reaches the stage of flagrant insubordination but its interpretation of obedience never could be called 100 per cent co-operative.

This is the direct refutation of the oft-repeated and quite generally accepted proposition that the Germans as a people have no sense of humor. When it is possible for people to poke fun at themselves they most certainly are not devoid of humor. And in the Revolt of Gunner Asch, the author takes pot shots at one of Germany's most sacred institutions, the Wehrmacht.

Hans Kirst served in the German Army and knew the workings of the Hitler machine at first hand. Gunner Asch is no front line hero, who braved death or danger on any of the fronts where the German Army fought. Gunner Asch is just an ordinary barrack room character. His campaign was a one man revolution against the discipline, the routine, the ineve stupidities and the ceaseless pomposities of life in a military barracks in a provincial town. Be is noted that the things against which Gunner Asch rebelled would not by any means be peculiar to the German

It is simply the result of one soldier becoming completely fed up with idiocy and reaching a decision to thumb his nose at a system that insists on making a robot out of a supposedly rational being.

We are not surprised that The Revolt of Gunner Asch has had tremendous European success. It is actually a very amusing book. We venture the opinion that no one can read it without feeling a distinct tickling of the funny bone.

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## GRADUATING CLASS 5506 (LR)



LAC D. C. Parker

Standing, l. to r.: F/C Mahaffey, P/O Heaney, F/O McConnell (Class Director), P/O Kissane, and P/O Godfrey.

Seated: F/C Gretney and A/P/O Reid

TO BORROW the words of a great comedian, "We arrived, and to prove it we're here," on February 13th under the able leadership of one Uncle Mac.

It would appear from Uncle Mac's point of view that he had the following to contend with:

- (1) A man of vast proportion from B.C., who was wont to pound anything in sight.
- (2) An unterseeboten man, whose apparent claim to fame was selling heather to the dockers.
- (3) A literary man, who we later found to be engaged in devious diversions.
- (4) An engineering man, whose talent in another field we discovered later to be unbeatable.
- (5) A levelling man, who was the only one of the six capable of drawing a great circle on a Mercator with a straight edge.
- (6) Then there was Pete, a man afflicted with that terrible complaint known as 'cigaretus cadgitus.'

After sixteen weeks of 'Bubble, bubble, toil and trouble,' we emerge, still with six, but for reasons which we shall divulge later, one was lost and one was gained.

During the course a number of changes were apparent in the members and it would seem that the following evolved:

The big B.C. man was found to tend towards hibernation; from what we

can gather he built himself a St. Wall, and on Friday afternoons a plaintive bellow could be heard, "See you on Monday."

The heather-selling chap, so it turned out, became a species known as P.M.C., and who could always be heard to say before drill periods, "The S/L, you know, Mac." The last news we have is that he has taken up the noble art of TV watching.

It had been found from observation that the engineering man has changed his occupation; it now seems that the boxing profession takes up most of his time. The stars that have passed through his hands, and the computations he has worked on to fight his way out of Madison S. G. are tremendous.

The man of books we found had missed his vocation completely. From all appearances he should have taken up the fine art of bridge building, for did he not have an abundance of the necessary foundations. He has since been called to the Bar; even so, we still find that 'La Dance' troubles him somewhat.

From continuous observation of levelling man, it would appear that he has his sights set on a certain person's daughter in the Indian Country around Southend, for all we get from morn' to night is, "Joan this" and "Joan that."

This Pete chap we find can normally be seen jaunting down Portage in a canoe, using a badminton racquet to

(Continued on page 36)

## GRADUATING CLASS 5507 (LR)



LAC J. B. Smith

Seated: A/P/O Harper, F/O Binnie and F/O Gibb.  
Standing: P/O Hickmore, P/O Barnes, A/P/O Cockle, A/P/O Wood, F/C Procter and F/O Thorpe.  
Inset: F/C Schmidt, F/L Panke (Class Director) and P/O Woolmington.

THEATRE: The Maelstrom

PLAY: "Who goes whither"

"Who Goes Whither," written by C.F.S. Trenton and produced by C. G. I. Yeomans, has finished its sixteen-week run at the Maelstrom.

Trenton's theme was again that of educating children to the stage when they can go out into the world and find their own way. As in previous plays, there was no main plot but rather several small ones which combined to form the main theme.

The cast was led by a well-known performer in the Long Range school who achieved success as the unfortunate Widow Panke in charge of the unruly brood. In the task of tutoring the tribe Widow Panke called upon the assistance of several Uncles. Among these were Paddy Doyle, the delightful Irish renegade who has never forgiven Cromwell, Mr. Bernier, the chef who taught appreciation of Italian dishes, and Uncle Jamie, who attempted to imbue the class with some sense of informality.

The wayward ones were led by Graham Gibb, who will be remembered for his performance at the last Edinburgh Festival in the Pirates of Prince's Street. He is to take the part of Menelaus in a new production of the Iliad. Graham was aided by Bruce Binnie, well known for his attempts to emulate the late Leo Valentin, and Peter

Thorpe, who after this performance hopes to rest for some time.

Gordon Hickmore gave a most natural interpretation of the habitual scrounger who was capable of producing his lighter before the others had thought to bring their cigarettes to light.

The athletic member of this 'Giles' family was admirably portrayed by Geoff Barnes. It is understood that on his return to England he will collaborate with Ludwig Koch and Peter Scott to determine whether, if geese can be trained in the use of G.C.A. they will honk on approach.

The part of the oldest boy was well taken by Tom Procter. He is at present

deciding whether to play John of Gaunt at Stratford or in 'A Day at the Sea' at Summerside. The most juvenile delinquent was Alan Cockle. His sincere efforts in this role almost made him the most delinquent juvenile. He is probably better known to mates, oppos and enemies alike as a comic who tends to the rural, albeit mixing a little judicious geometry with his agriculture.

K. C. Schmidt gave up his usual practice at the bar to take part in the play. It is believed that he intends to go to Summerside where he will play in 'Procter at Sea.'

During the last act an odd character made his appearance. His exact occupation was open to doubt as he padded through his scenes with tonsured head and thoughtful mein, breaking in upon his thoughts to exclaim, "If my checks are good will I not be fit for the princess?" Most disturbing.

For the last two in the cast Aphrodite must indeed have a warm place in her heart. Brian Harper as the youth in the flush of romance had no need to call upon his acting ability. His expression did not alter throughout the performance save when he uttered his heart-breaking lines, "Her mother's against it."

Of the young cricketer played by Len Wood one can only say "he was caught in the slips."

The curtain has rung down for the last time and it only remains to thank all those who assisted backstage especially H. E. Matties for his thunder and lightning effects in the famous storm scene.

### PROGRESS NOTE

It's okay to slam on the improved power brakes in the new automobiles because 1956 models have safety belts to keep you from bashing into the wider-visibility windshields that enable you to look for the two spaces necessary for parking the longer bodies needed to accommodate the more powerful engines—which is why you had to jam on those power brakes in the first place.

Harold Coffing in "Quote"  
Excerpt from READER'S DIGEST  
June 1956.

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## GRADUATING CLASS 5507/08 (AI)



ACI J. A. Milton

Kneeling, l. to r.: F/C's Stewart, Driscoll, Messier, Sakamoto, Langille, F/O Homan (Class Director), F/C's Barnabe, Gauthier, Fleming and Granoski.  
Standing, l. to r.: F/C Leshchyshyn, F/O Forgie, F/C Scattergood, F/C Kruse, F/C Runge, and F/C Berube.

### F/C P. N. (Pat) Barnabe

Pat carried so much braid during the AI course that it put him in hospital for a week.

We sometimes wonder who was instructing whom in A.I.E. as far as Pat was concerned. "Have you got your card, cadet?"

You just try and find a ground crew boy the Barnabe doesn't know from somewhere.

\* \* \*

### F/C P. (Phil) Berube

Hometown: Vancouver, B.C. Age: 21.  
Phil can usually be found (still asleep) rushing for a 0730 briefing. His head is more often than not too big to go through the door.

Often heard to mumble, "I'd give anything for a beer." Would make a good liquor tester.

\* \* \*

### F/C K. V. Driscoll

Hometown: Halifax, N.S. Age: 22.  
Will "OVERSHOOT" (the wrong way) almost anytime.

Can usually be found in the barracks or canteen befuddling the troops with a continuous line of gen.

Pet aversion: Work, both physical and mental.

\* \* \*

### F/C J. M. J. (Jack) Gauthier

Hometown: Montreal, P.Q. Age: 25.  
Jack loves to throw the boys by going along Portage at "top" speed in his little black buggy when he obviously can't see beyond the end of the windshield.

Says Jack, in the air (continuously), "Rojair, I see where I went wrong."

### F/C D. A. (Granny) Granoski

Hometown: Luseland, Sask. Age: 19.

"I don't know, Sir" Pilots sometimes accuse Don of garbling his comments. A very loud and bearish "IS THAT BETTER, SIR?" soon shuts them up. His great ambition is to own a million books of matches. He'd still have to borrow some.

\* \* \*

### F/C D. W. (Don) Langille

Hometown: Lunenburg, N.S. Age: 21.  
Don believes that old adage "laugh and the world laughs with you." The Colgate people could make a fortune out of him. "For this charge you can clean the synthetics room. Any questions?" As steady as the rocks of his hometown East Coast.

\* \* \*

### F/C M. (Mike) Leschyshyn

Hometown: Toronto, Ont. Age: 21.  
Mike, with his lovable little "ad," is the original "no sweat" boy. To Mike, "this course is a piece of cake. Anyone can ace this course without any work at all." For Mike, 6 spades in hand is an automatic 6 bid. He spends most of his time teaching the instructors to pronounce his Irish name.

\* \* \*

### F/C J. C. L. J. A. (Mess) Messier

Hometown: Montreal, P.Q. Age: 21.  
Mess, all 240 pounds of him, can be seen eating (that's not fat—that's muscle) anywhere. "It's all right, it's only your shirt I ruined." When something goes wrong—"censored." I wonder if he thinks he can push the blip back into the scope simply by brute force.

### F/C A. C. (Al) Runge

Hometown: Winnipeg, Man. Age: 20.

If you hear a loud voice asking, "Who's going to buy me a beer?" that's Al Runge. The only man who can go to a Wing's Dance flat broke and come home sloshed and with three bucks in his pocket. If brashness were money, Al would be a millionaire.

\* \* \*

### F/C T. (Tats) Sakamoto

Hometown: Toronto, Ont.

Tats can usually be found in his room listening to refined music (jazz) and/or drawing crest designs. "Anyone want to buy a crest?" Tats will never get a P.C. because he's too slow at bridge.

\* \* \*

### F/C D. G. (Stu) Stuart

Hometown: Norquay, Sask. Age: 21.

"Range 300 yards. Overtake 100 plus." Seconds later—"Wha hopped?" Stu believes that the faster you get the target behind you the better it is. Stu is also expert at running out of gas in the middle of nowhere on rainy nights. "I was just lucky thattime. My trip wasn't that good."

\* \* \*

### F/O A. N. (Al) Forgie

Hometown: Niagara Falls, Ont. Age: 25.

"That's the way exam centre wants so that's the way you gotta put it." "O Al really doesn't want to go to Cold Lake. He wants to be made an AI instructor. Al's given up smoking but his ash-tray is forever overflowing. Darn those guys on clean-ups!"

\* \* \*

### F/O A. (Art) Kruse

Hometown: Humboldt, Sask. Age: 24.

Art is an expert at answering now the question that is going to be asked in 5 minutes. "Well, yes, if you put it that way, I'll have to agree." He isn't really asleep in class. But how else could he dream up those explanations?

\* \* \*

### F/C T. (Flem) Fleming

Hometown: Lethbridge, Alta. Age: 22.

To Flem minimum range means anywhere from 2000 yards in. He takes the well-known advice, "If you see a blip on your scope, don't worry about it, leave it alone and it'll go away." Flem can always be heard (on the way down to the Big 'A') "come on, youse guys, let's roll."

\* \* \*

### F/C R. C. (Scat) Scattergood

Hometown: Victoria, B.C. Age: 20.

Scat, our married boy (with one on the ramp and one in the hangar, yet), has a stock query. "Who brought me home last night?" Poor Scat will probably have a terrible time away from his better half at Cold Lake.



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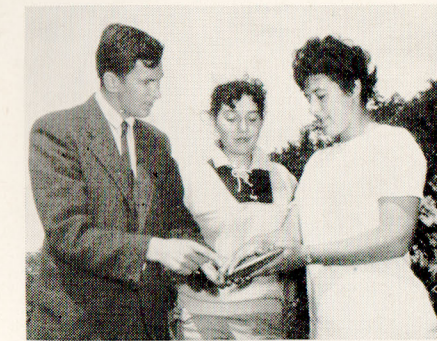
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## WINNIPEG SPORTSMEN . . .

(Continued from page 15)



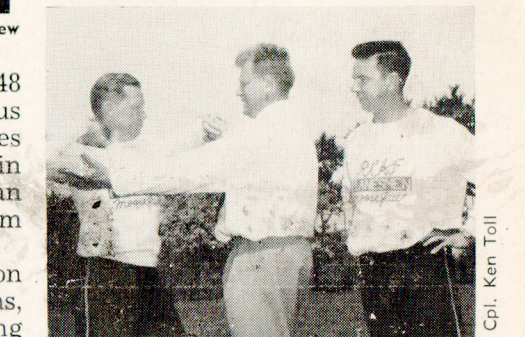
Jim Daly gives Winnipeg's June Oronoski a few pointers on discus throwing.

sports. They received instruction in the form of films, lectures, written tests, conditioning exercises, field practice, and a study of rules and regulations.

The clinic is but one form of an increasing emphasis on sports in the RCAF. Other clinics, designed to instruct referees in basketball and hockey have been held and more instruction in coaching and refereeing other sports is planned for 1956.

and shot-put team in the 1948 Olympics and winner of the discus event at the British Empire Games in Australia in 1938, instructs in field sports. He held the Canadian discus and shot-put record from 1938 to 1948.

The airmen and airwomen, on returning to their home stations, will assume part-time coaching jobs in various track and field



Eric Coy and the shot-put class.

*Shea's*

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**AROUND THE SECTIONS**

(Continued from page 30)

**Central Warehouse** reports a run on liquid refreshment and car wax. Seems the heatwave has increased the demand for both these items.

LAC and Mrs. G. B. Chaplain of **14 Training Group** are leaving soon to try their luck on civvie street. Incidentally, they are expecting a new dependent on or about the first week in February. Mrs. Chaplain is one of the civilian employees at group, and LAC Chaplain works in sub-stores at 16 hangar.

SOEd F/L J. E. Harriot is leaving soon for training command headquarters, where he will fill the post of SOEd. Promotion is rumoured, to go with the move. Good luck, Jack.

When the Group Commander leaves via the front door, who is it we see heading out the back with golf clubs in hand?

**Para-rescue** recently welcomed Sgt. J. Cote from Torbay, Newfoundland. The sarge tells us he likes Winnipeg—makes a change from rocky Newfie.

On June 13 a "mayday" message was received, and the para-rescue boys were out on the job in twelve minutes. After a fruitless search it was learned that it was a false alarm, and the group returned to base. The para-rescue section feels that the person who sent the message should realize that in order to get on the job in such a short time it is often necessary to take off on cold engines, which is taking a big chance. So in addition to making monkeys out of a serious and hard-working bunch of lads he is also placing their lives in jeopardy. Personally we feel he should be hung, drawn and quartered.

We hear that Centralia is the next stop for Sgt. McMenammon. Best of luck, sergeant.

We see they finally kicked Sgt. Demers out of Deer Lodge. Getting to the point where you could run faster than the nurses, old chap?

The **Dental Clinic** is to be enlarged in the near future, offering better service to station personnel. Some people will feel that we need a larger dental clinic like a hole in the head. Come to think of it we'll likely end up with both!

A new dental officer, Captain Adler, is expected to arrive at the clinic shortly.

**GRAD CLASS 5506 (LR)**

(Continued from page 32)

paddle with. From all reports, his greatest belief is that a memo is the balm of all or nearly all of those numerous cases known as 'too much shuteye.'

The last addition to the crew, WHO REPLACED OUR MAN OF BOOKS, joined us just a short while ago. He turned out to be a very worthy member; his dog-like devotion to the cause of duty was shown when with his cocker spaniel eyes he would beseech Uncle Mac for "Just one more plot, please."

So ended, on the night of June 1, the saga of the "Misfits," by no means an inglorious ending, we might add. The members are now to be found basking in the lap of luxury in a far-off Park and their comforter in the face of adversity can be seen, for a small fee, in that holy of holies, (or depending on the viewpoint, 'that

darned place') swinging with a slice not bettered outside The Royal and Ancient.

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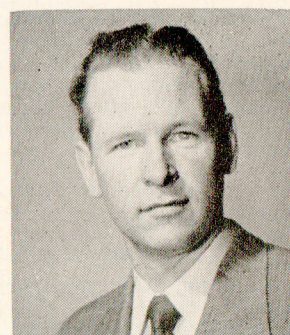
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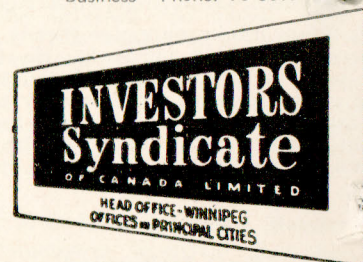
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