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JULY, 1959

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Volume 8 No. 7



*An Airforce Newsmagazine*







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AN AIRFORCE NEWSMAGAZINE

VOLUME 8, No. 7

JULY, 1959

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Honorary Editor  
F/L R. J. GILLIS

F/L RALPH  
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MANAGER

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MANAGING EDITOR

FS GORDON ROWE  
PRODUCTION EDITOR

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SGT. DON ASKETT  
PHOTO

EDITORIAL STAFF

CPL. JACK DUNN  
SPORTS EDITOR

F/O E. P. McLOUGHLIN  
(Ret.)

MOTOR EDITOR

Eastern Office

F/O Harry O'Hara (Ret.)  
Montreal, P.Q.

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## EDITORIAL CORNER

### The Royal Visit

THE forthcoming visit to Winnipeg of Her Majesty the Queen, has doubtless conjured up many conflicting thoughts amongst those of us who live and work in this great city. It is very difficult for some of us to decide what this visit really means, not only to Winnipeg but to this great country of ours in general.

Each nation has its own ideology and way of life, and it is not easy for people in other lands to understand the peculiar pattern of the British Constitution, in relation to the Crown. In attempting to define the importance of monarchy in Canadian life, it has to be remembered that this pattern has evolved slowly through the centuries. One might define that the Queen is the guardian of the spirit behind the law, and that the people of the Commonwealth, therefore, hold her aloof from all political aims. This is proved by the tributes which are paid to her by all members, Government and Opposition, through their leaders, in the Parliaments of those countries which go to make up the Commonwealth of British nations. The antagonism of these leaders, as political theorists makes no difference to their devotion to the Throne, because it is not a political necessity but a genuine and deep affection.

Her Majesty was called to the Throne after many years of exacting apprenticeship, which has sustained her in the onerous duties of being a constitutional monarch. It is some sign of her intensity that even while on tour she is supplied daily with dispatch boxes from London, and that facilities exist on the Royal train and yacht for her to make immediate contact with any part of the Commonwealth. One must remember that she must study all things, whilst ministers and leaders are concerned with things that only affect their own departments. Her Majesty truly exemplifies a statement attributed to her late Father, King George VI, "No one can lead, unless he has the vision and desire in his soul to leave things in the world a little better than he found them."

E. T.

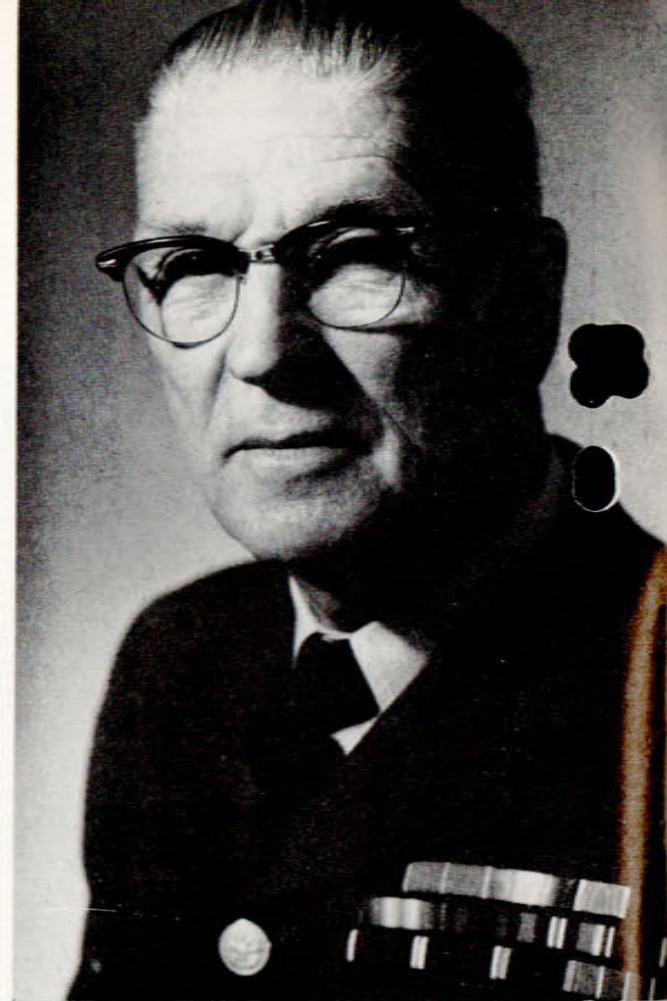
### COVER STORY

The Canadair-Convair 540 is the jet-prop successor to the Convair 240, 340 and 440 airliners. Now in production at the Montreal plant of Canadair Limited, the 540 is on order for the Royal Canadian Air Force. It is powered by two 3,500 ehp Napier Eland jet-prop engines.

Courtesy—Mr. Robt. J. Whelan—Canadair Ltd.



# I REMEMBER WHEN



*An RCAF pioneer recalls the  
early days of the  
Air Force in Winnipeg*

By W/C T. F. COOPER OBE CD (RET.)

ON April 1st, 1924, a small number of pioneers, members of the old CAF, took the oath of allegiance and became members of the new RCAF, which had just received the Royal assent. It was indeed a proud moment for all.

At that date, the RCAF Regular force in Winnipeg was designated Number One Wing and in 1927 became Winnipeg Air Station. Headquarters were situated in Fort Osborne Barracks and work parades were held at 267 Maryland Street, site of the repair

shop. CO was S/L B. D. Hobbs, DSO, DSC, and the strength was approximately 30 personnel of all ranks. If at any time ceremonial parades were held, the rehearsals and drill instructions for them took place at Minto Armouries. There were sub-bases at Victoria Beach, Cormorant Lake and Norway House.

We were a mobile crowd and our usual rendezvous was the river at Brandon Avenue in Fort Rouge. In the spring, aircraft were erected and tested. The advance party proceeded to Victoria Beach to open up the Station. Water systems had to be made serviceable, slipways repaired and lighting plants made operational, ready for the arrival of the remainder of the Wing.

An airman in those days had to be a jack-of-all trades and during the winter months we spent our Wednesday afternoons in drill, first aid, map reading, semaphore and morse code. Examinations were held. I remember that if the airman being examined was not too well versed in morse code ways and means, not exactly legal, were contrived to get him a pass.

There were humorous incidents. On one occasion, exams were being held on first aid and artificial respiration was being applied to a "drowning victim." In the process of turning the subject on to his face, an airman placed a well-meaning but lethal half-nelson on the victim. This evoked a roar from the Examining Officer: "What is this a wrestling match? — My God you'll kill the man."

Drill too, had its lighter moments. During one session at Minto Armouries, rifles were issued for the first time and a parade was held. Many of the men, including the Senior NCO handling the parade, had never held a rifle in their hands before. It was the funniest spectacle to see this NCO dragging the rifle around the floor by the foresight, "Falling-in" the parade and handing over to the OC, triumphantly saluting with the left hand.

As the strength of the unit grew, new quarters had

to be found, and in the Spring of 1925 a building at 797 Notre Dame was taken over. Headquarters orderly room and office staff were brought in together with the technical staff.

Vickers Vedettes, Varunas, Single Float Avro Aircraft were added to our fleet and more sub bases opened at Ladder Lake, Lac Le Ronge, Thicket Portage and Winnipegosis. Our duties were forestry patrol, photo surveys, and any other jobs which we might be called upon to do.

Conditions and equipment changed frequently. In the thirties, Moths, Fairchilds and Belancas were added to the fleet. The fall of '30 saw the first RCAF Hangar rise at Stevenson Field, approximately where the TCA terminal stands today. From this small hangar, a communication flight operated, its staff consisting of one Flight Sergeant pilot, one Sergeant Rigger, and one Corporal Aero Engine. Jobs handled by this group varied from dusting mosquito-ridden swamps to army co-op work to searches for missing aircraft and mercy flights.

In 1933 another move was made — to a building on Empress Street in Brooklands which among other advantages was conveniently handy for the boys to have a "quick one" at the Brooklands Hotel after duty. Many a battle was fought and won, and the Air Force reorganized before closing time in this establishment.

On the formation of the Auxiliary Squadron 112 in Winnipeg, the hangar was taken over by them and the staff of Winnipeg Air Station called in to give help and advice to the fledgling unit.

From 1935 until the outbreak of World War Two, activities as far as the Regular Force was concerned, were limited. With the outbreak of War the present Station (Old site) was built and was operated by a civilian company.

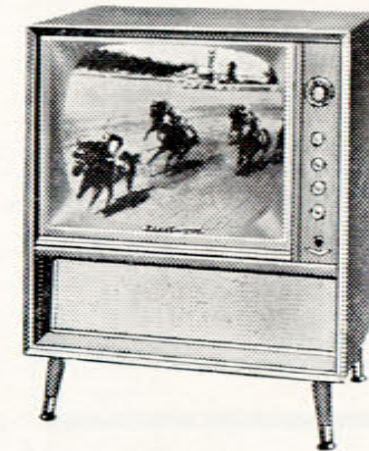
The station today is one of the largest in the RCAF. It is interesting to remember that it all grew from 30 men and a few aircraft 35 years ago.

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# SPEAKING (where possible) OF SYMBOLS

By RON BAYNES  
(Vox. St. W.)\*

AN urgent need clearly exists within the Service for a manual which will lay down in iron-clad terms, the correct pronunciation of the abbreviated titles now being used at all levels. The good old days when such abbreviations were short and easily handled have passed. No longer is it just a matter of CO SWO MIR or even C Ad O. Times change, and today the doors, buildings and correspondence of the RCAF are covered with a formidable assembly of jawbreaking symbols, complete with dashes, brackets, and upper and lower-case characters. Clearly, the individual and separate pronunciation of each letter is impractical. It is necessary to pronounce these letter-combinations as words.

Attempts have admittedly been made to come to grips with this problem, and indeed some progress has been made. No one feels it necessary to spell out the symbol S W O, and use of the quicker, more melodious "Swo" (rhymes with woe) has become general. "NORAD" spoken as one word is a household word. But lamentably little progress has been made in other directions and the problem becomes more urgent every day.

How for instance should the conscientious servicemember pronounce "AFP"? — Should it be "Afp"—as in the critical stage of a repressed sneeze? — or should, as another school of thought contends, we go back to "SP" — combining it to produce a penetrative and hissing "Sssp," with its suggestion of intrigue. And what of the S Chp (P)? — Is "Schh-hip" acceptable, or is the more liquid Sssk-hip favoured by authority? These are just some of the questions which will have to be answered by AFHQ (in itself an interesting problem).

The visitor to a Command HQ finds himself at the heart of the problem. He may be forced to decide whether in the case of S. O. Armt, he should favour the first-syllable-stress method,— "So — armt," which though it carries pleasing intonations of enthusiasm in the opening stages, peters out in an apologetic choking sound, or whether, in fact, he should use the staccato "Soar-mt" — with its romantic suggestions of flight. He may puzzle over the problem of SOAPC— and ponder whether the form "Soap C" (as used in commercials which compare it with Soap B), is correct, or whether the guttural "So-Apk" form is preferable. The need for decision on these matters is urgent. At least one case of incurable stuttering has been traced to the efforts of an ambitious Flying Officer at a Command Headquarters, attempting to pronounce SStaffO in an attractive and logical manner.

The answer is of course fragmentation and doubtless the manual will stress this point. It will demonstrate the correct handling of problems like NPFAO, which must be split into two parts and then tackled separately and with determination. In this case, the serviceman will know that he is to utilize diaphragm, labial muscles, and nasal passages to produce the sound "Nnp" and that he should pause briefly before proceeding to the final sound — "Fao" (Rhymes with cow). The total effect, crisp and effective, will be "Nnp-fow". Faced with a problem like DPR (Air), the service speaker will no longer twist his lips into paralysis but will resort to a ripple-like delivery in the opening letters — "D-prrrrr," closing effectively with a pleasing and resonant bleat in the last syllable — thus: "Duh-prrr-aaaah."

It is expected that the new manual will do much for the colour and range of Service conversation.

\*Voxair Staff Writer

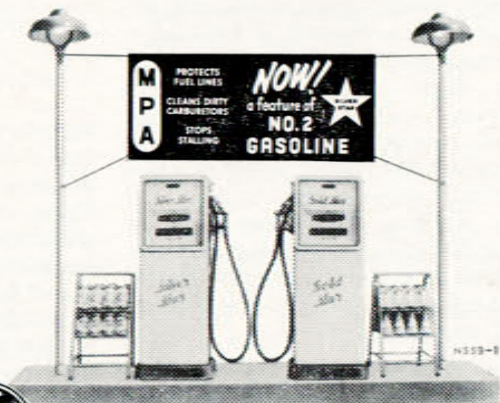
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# AFRICA to LOS ANGELES

*in 58.6 hours*

COURTESY PIPER AIRCRAFT CORPORATION

**M**AX Conrad, flying a standard, off-the-line Piper Comanche equipped with extra fuel tanks in the cabin, set a new World Distance Record for light aircraft when he landed at Los Angeles Airport at 2:47 p.m. (Pacific Daylight Time) on June 4, 58 hours and 38 minutes after taking off from Casablanca, Morocco. Unofficial distance was 7,683 miles. The only longer distance flight officially on the record is that of a twin-engine Navy patrol bomber which flew 11,236 miles from Australia to Ohio with a crew of four. Conrad's flight exceeded by 1,258 miles the world record for a jet aircraft set last year by General Curtis LeMay and crew in a Boeing KC-135 jet tanker plane. It exceeded the exciting light plane record set last year by Pat Boling by 827 miles.

When Conrad landed he still had one of his standard wing tanks of 30 gallons untouched, sufficient for another 500 miles.

Conrad's route distance is figur-

ed as the sum of two great circle routes—Casablanca to Trinidad and Trinidad to Los Angeles. The Federation Aeronautique Internationale, world governing body for world record flights which officially supervised Conrad's flight, recognizes use of a mid-point on flights of 4,000 miles or longer.

## TAKE-OFF

Conrad took off from Cazes Airport, the civilian airport serving Casablanca, at 11.09 local time (also Greenwich time) June 4 with both unfavorable runway and wind conditions. With a direct cross-wind of 8 knots, he had to take off to the northeast directly over the center of Casablanca. He broke ground at 4,000 feet (runway length 6,000 with no overrun) at 110 mph and climbed out at 500 feet per minute despite the fact that the airplane was carrying a load equal to more than twice the empty weight of the airplane.

Prior to take-off Conrad made a number of acceleration tests on the

runway at Casablanca. With a full load he found he could accelerate to 65 mph in 900 feet and to 90 mph in 1,600 feet. He reached 100 mph on one test run before throttling back and applying the brakes. To handle the extra load he inflated the tires to 50 pounds, twice their normal pressure, and pumped up the main landing gear struts. (Conrad said after landing that he felt confident the Comanche could take off easily with a 6,000 pound gross load.)

Despite the heavy weight, trim of the airplane was excellent, Conrad reported. Throughout the entire flight, adjustment of the stabilizer trim amounted to less than one turn of the stabilizer crank.

## TRINIDAD LEG

The 3,700-mile leg from Casablanca to Trinidad is one of the longest, loneliest stretches that could be found in the world, unfrequented by airlines, steamships or weather boats. Very little

|  |                   |
|--|-------------------|
| Empty Weight (less tanks)                  | 1504 Pounds       |
| Useful Load                                | 3496 Pounds       |
| Gross Wt. on Take-Off (approximate)        | 5000 Pounds       |
| Total Gasoline Supply (approximate)        | 520 Gallons       |
| Total Gasoline Used (approximate)          | 485 Gallons       |
| Fuel Consumption                           | 8.02 Gallons/Hour |
| Oil Consumption                            | 7 Quarts          |
| Speed (over the estimated record distance) | 131.1 MPH         |
| Unofficial Estimated Record                | 7683 Miles        |
| Approximate Actual Miles Flown             | 8300 Miles        |
| Cost of Gasoline & Oil Used on Flight      | \$191.20          |
| Previous Record                            | 5000 Miles        |
| Total Over-Water Distance                  | 6851 Miles        |

weather information is available for the area and radio navigation aids are nil. Conrad had to rely on dead reckoning navigation with the standard compass supplied in all Piper planes. About 1,500 miles out, he was able to get bearings on South American stations.

For the first 100 miles Conrad had head winds which gradually veered around to the north and gave him some help. During most of the trip he was flying in rain, 100 to 2,500 feet. He reported extremely rough air for the entire trip. He crossed the island of Trinidad at tree-top level passing low over Piarco International Airport where he was positively identified by officially designated FAI observers. He was clocked by there at 13.48 Greenwich time—26 hours and 39 minutes after leaving Casablanca. His average speed was 140.8 mph up to that time.

## TRINIDAD TO CORPUS CHRISTI

The most gruelling part of the trip came after passing Jamaica. With darkness falling he encountered severe thunderstorms over the entire Gulf of Mexico which completely blacked out communications and navigation guidance with the ADF. For a period of six hours he was unable to communicate with or get a bearing on any station.

Conrad estimated he lost about 4 hours or nearly 500 miles "stooging" around the Gulf waiting for daylight and dissipation of the violent electrical storms. He crossed Corpus Christi at 11.53 the morning of June 4, four hours later than his estimate.

## CORPUS CHRISTI TO LOS ANGELES

Weather from Corpus to Los Angeles was clear with light variable winds to El Paso and a 10 knot head wind from there to the coast. Conrad flew "on the deck" from Corpus to El Paso and was picked up by aircraft 100 miles southeast of El Paso. At that time he was flying about 100 feet over the desert and he advised that he was still running on his cabin tanks and had not started using the 60 gallons standard tankage in his two 30-gallon wing tanks. This indicated that he could proceed well beyond El Paso, his announced destination. In deference to a large group assembled at El Paso International Airport, he de-toured 10 miles to make a low pass over the airport and then climbed to 10,000 feet indicating at that time he would proceed to Los Angeles. He was accompanied from El Paso by several Apaches carrying newsreel and press people.

## RANCID TEA

Conrad carried only a thermos of coffee and tea, no food. His program for sustenance was a sip an hour. The tea turned out to be rancid and made him extremely sick just at the time he was encountering the severe weather conditions over the Gulf of Mexico. Thirst then became his major problem and he reported at El Paso that he'd trade a "gallon of gas for a cup of water." His lips were so parched for the last eight hours that he used the radio only sparingly.

Earlier, while flying through so much rain, Conrad encountered forcibly the truth of the familiar saying "Water, water everywhere, but not a drop to drink." He purposely headed for rain squalls hoping he could scoop in a little water by holding the top of his thermos out the window. Frustratingly, he found the rain swished out of the cup as fast as it came in. He couldn't get a drop. He finally removed the tube with a funnel shaped top, used to lower his long range antenna, and stuck it out the window. Even this system produced only an agonizingly slow drip of water.

## N 110 LF

Conrad's Comanche was an absolutely stock airplane. It was selected for the trip at random after it was well down the final assembly line in February. The same is true of the Lycoming 250 horsepower engine. The airplane bears a special license number—N 110 LF, the LF standing for "Let's Fly," Conrad's familiar slogan adopted by him as a result of his keen interest in getting the youth of the nation and the world air minded.

Most of the alteration work and extra gas tank installation were done by Conrad himself, who is a highly qualified mechanic. His only modification to the airplane was a "weight reduction" program which involved such things as removing the starter, using a smaller generator, eliminating all possible external drag-producing items such as cowling latches, handles, etc.

Because of the large size of the Comanche's cabin, all extra fuel was carried inside, eliminating the need for wing tip tanks. Fuel was carried in six separate cabin tanks—one of which served as a seat—carrying a total of 460 gallons. The 520 gallons carried totalled more than the combined capacity of nine 55-gallon drums of fuel. At the conclusion of the flight, the 30-gallon left wing tank was still full.

No provision was made for carrying extra oil because of the Lycoming engine's low oil consumption. Conrad took off with 13 quarts, one quart over normal capacity, and landed with about 6½ quarts.

(Concluded on page 32)





# HUNTING AND FISHING

with toby

Fishing in weather hot enough to fry eggs is not exactly the most pleasant of sports, and when one is not catching any fish it doesn't help matters one bit. The common complaint of late seems to be that the weather has turned too hot and put the fish down. Something has as the catches have not been too outstanding.

Personally, I don't go along with that idea. Fish can be caught regardless of the weather. Go to any lake where the fishing has fallen off and are "just not biting," and you will usually find one or two chaps that can go out every day and catch a few. They have a method it's true and they may have a secret spot, but they also know that a lure placed in the right place at the right time will catch fish regardless of the weather.

Some fine catches of pickerel are still being taken at Lac du Bonnet. One party of three, while fishing

one afternoon from shore, caught 9 very good pickerel and a 17½ pound pike.

The power dam at Point du Bois also produces some fine pickerel with the best fishing here being in the evening with minnows. Good silver bass fishing is to be had at this writing at Lockport just 18 miles north of the city. Bass up to 5 pounds and better have been coming out of there for the last couple of weeks. Best bet here is to fish crabs right on the bottom. All types of fresh bait may be obtained right at the locks. I did see one chap pull out three small ones while using a daredevil but this is not generally the case with silver bass.

Lake William in the Turtle Mountain area, in the south-west corner of the province, is giving some excellent rainbow trout fishing. Fish up to 5 pounds have been caught and that is a lot of rainbow. To reach this spot one must go west on Number 1 highway to Brandon and then south on Number 10 to the Peace Garden. Directions to the lake should be available there. It is not the easiest lake to get into but from all reports it is certainly worth the effort and I hope to be able to give a first hand report on it before the summer is over.

Derbies that were scheduled for Shoal Lake have been cancelled recently due to washouts of the rail line. Many who have gone in there this year have been disappointed at the catch, which once again seems to be down from last year.

Have talked to a few of the lads who have been lucky enough to get into some of the northern lakes either by plane or boat with a long series of portages. Here the fishing has been excellent and the boys have brought back tales enough to make any fisherman green with envy.

Good catches of pickerel have been taken in the Big Whiteshell lake recently. Best fishing seems to be in the south end of the lake along shore of large island. Good catches are also made opposite portage which leads over to Crow Duck lake. As I have mentioned before Crow Duck produces some real whopping pike and if you intend to fish there go prepared for a battle with no-holds-barred.

Trout fishing at Moosenose Pit has dropped off now those ever faithful bullheads are biting with gay abandon. It will probably be fall before the

trout can be caught again. It takes cold weather to bring them out of the middle and give them that hungry feeling once more.

Some concern is now felt for the duck population of the province. A month ago things seemed to be coming along fine with a good shoot in prospect for this fall. Now however, the nesting in the southern part of the province has taken a drop and things do not look quite so bright. Nesting in the north seems to be quite good and the ducks there are holding their own. Saskatchewan is also down with Alberta being a bit brighter than its sister provinces.

Providing there is no drastic change from the present situation we should have a reasonable hunting period this fall. The Lesser Scaup is doing quite

well and seems to be on the increase more than most types. He is not by any means the best of the ducks but one cannot be choosy if the others are on a bit of a decline.

Have any of the readers of this column, and I trust are a few, a picture or pictures that they would like to see appear in Hunting and Fishing? If so, I would be glad to have them printed and run in with this article. Only requirements are that they be hunting or fishing photos of a good clear quality and not too small in size. Just put them in an envelope and send them along to TOBY, in care of VOXAIR here at Station Winnipeg with a small notation as to the person, types of fish, etc., shown in the picture.



A nice catch from Winnipeg waters.

## WISE THINKING ABOUT DRINKING at Holiday Time

Happy holidays bring crowded highways. Impatient and impaired drivers create hazards. Drinking drivers add to the accident toll.

**IF YOU DRIVE, DON'T DRINK!**

Beaches, boats and swimming are part of summer fun. But water and liquor frequently mix with sorrow. Drinking often leads to drowning.

**DON'T DROWN THROUGH DRINKING!**

Every summer, inconsiderate drinkers spoil the holidays. Respect the rights of others to enjoy themselves—without unwelcome disturbances and intrusions. **COMMON-SENSE** and **COURTESY** are as important in the holiday season as during the rest of the year.

**DON'T SPOIL THE HOLIDAYS THROUGH THOUGHTLESS DRINKING!**

One in a series presented in the public interest by the

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Sgt. Don Askett

# WINNIPEG PERSONALITIES

**S/L B. D. MADILL  
BAND OFFICER**

**F/S G. L. ROWE  
BANDMASTER**



Sgt. Don Askett

S/L Bert Dennis Madill is a natural for his secondary assignment as Station Winnipeg, — that of Band Officer. For not only is he an amateur musician, but he plays regularly in the Station Band. As Band Officer, Bert deals with the administrative problems of the Band, in consultation with his bandmaster, deciding among other things, which assignments the band should undertake. "Being a bandsman" says one of his fellow musicians, "S/L Madill knows what a band can do and can't do. This helps tremendously."

Bert Madill is primarily a pilot, and his appointment at Winnipeg is that of Assistant Chief Pilot. His musical background goes back to his schooldays in Edmonton when he played for the school band. But flying, he learned in the Service, during World War Two. "The War gave me the chance to fly" he said, "Something I had always wanted to do."

He enlisted in June 1941 at Edmonton and after training at ITS Regina, and the Elementary School at Virden, he graduated at Uplands,

Ont. — destined to become a fighter pilot. He went overseas and after training at a Hawker Hurricane OTU in Scotland, was shipped to India in October 1942. The disastrous first campaign had ended, and Rangoon and most of Burma was in enemy hands. As a member of RAF Squadrons 28 and 123, Bert was based at Imphal near the Burma-India border. He flew dive bombing and strafing missions in support of the allied forces, flying Hurricanes and American P47 Thunderbolts. He was in Burma about three years, and soon became an old hand, familiar with the vagaries of flying in the incredibly difficult monsoon periods, and the other problems of Far East campaigning. He was based at Imphal during the Japanese siege of that valley, which ended in defeat for the enemy. He took part in supply drops to the Chindit forces, deep in the jungle behind the Japanese lines. Supplies, he recalls, were carried in long-range tip-tanks. Dropped at pre-arranged points, they disappeared in the jungle. To this day he doesn't know whether they ever reached their addresses. The Allied return to

Burma had begun when Bert left the Far East on repatriation to Canada. He had been awarded, for his service in Burma, the Distinguished Flying Cross.

In Sept. 1945, he was released from the Service and joined the Department of Transport's Meteorological Division as an observer. He served at Edmonton, Fort McMurray and Fort Nelson. In October 1946 he rejoined the RCAF. After a spell of recruiting duty with a mobile team in remote areas of Alberta and B.C., he went to 6 Comm. Flight, Edmonton. There he enlarged his flying experience with such types as Norseman, the Canso, and the Dakota. He flew on routine missions, mercy flights, and LORAN supply operations to points like Cambridge Bay and Kittigazua in the Arctic. It is interesting to note that for part of this tour, the OC was the present CO of RCAF Station Winnipeg, G/C J. F. Mitchell.

An enthusiastic fisherman, he has visited in his travels the paradisespots of Canadian fishermen. He is

(Concluded on page 32)

Gord Rowe sounds and looks at home in his job as RCAF Bandsman, there's a good reason for it. He has been playing in bands since he was eight years old.

Gord, the youngest of a family of seven (three sisters and one brother), was born in Toronto in 1923. His parents were active Salvation Army members and at an early age, Gord was in uniform playing for Sunday services, festivals and other functions. His interest in music continued throughout his education at Northern Vocational School.

In 1942, 19 years old, Gord joined the RCAF at Toronto. The Air Force then in the midst of a band-building programme found a natural niche for a youth of his experience. He was sent to the Ottawa Band School where 250 musicians were being assembled for the RCAF's bands of the future. After six weeks of basic indoctrination and assessment, Gord and a group of 21 bandsmen were shipped as a unit to Halifax. Here with nine others, they formed a Station Band. It was during his stay in Ottawa that Gord met and

married his charming wife, the former Yvonne Phillippe of St. Cecile de Masham PQ.

After a round of Canadian postings, Toronto, Ottawa, Camp Borden—Gord crossed the Atlantic with the Camp Borden Band in 1944. His destination: Dishforth, Yorkshire, Headquarters of the Canadian 6th Bomber group overseas. Every night of the week the band played the 6 group circuit. Gord's memories of this period are of bouncing night trips in army troop carriers from Dishforth to Linton on Ouse, Middleton St. George, Wombleton, Topcliffe, Glasgow, Wick and Inverness. They would play an hour concert of light and classical music, followed by 3 hours of dance numbers for station dances. For the last nine months, he "lived out," partly because the late return to the station of the bandsmen was becoming a problem, and partly for greater convenience in touring. Whatever the reasons, Gord enjoyed himself thoroughly.

After playing at his final parade in England,—a Buckingham Palace review of WD's,—he returned to

Canada and demobilization. Barely getting back into civvies, he heard on the grapevine of great goings-on in the postwar RCAF. A band was being formed and musicians were needed. He lost no time getting down to the Recruiting Office. As a member of the famed Central Air Command (later TC) Band, stationed at 1107 Avenue Road Toronto, he travelled extensively through Ontario and the Eastern Provinces. He played at the CNE Flag raising ceremonies, in the bandstand and in 1952 was a member of the all-RCAF band (Combination NWAC & TC) which was guest band at the exhibition.

In 1953 he flew to Europe with the TC Band, the first to tour the Air Division, and played at Metz, Baden, Zweibrucken, North Luffenham and Langar.

In 1954 he came to Winnipeg as trumpet and drum instructor with the local volunteer band. As a bandsman, Gord found himself "one of a kind," the only member of his trade on the unit. He went to work, converted the Trumpet and Drum Band with its limited

(Concluded on page 32)





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VOXAIR VIXEN

EVEN NICER WHEN WET

Sandra Dee, a full-fledged screen star at only 17, and lead of Warner Bros.' "A Summer Place," shows the simple shirt-tail covering some teenagers will wear at beaches this summer to be different and maybe more provocative when wet than the bikini set.

Courtesy—Warner Bros. Studio  
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Voxair Vixen  
*Sandra Dee*  
 Warner Bros.





Miss Non Korody and Miss Flora Mac Macdonald, Chief Operator has been with RCAF Winnipeg for 12 years.

Photos by SGT. DON ASKETT

# DIAL "O"

*For Information  
About Practically  
Anything*

*"Operator—what's the show today?"*

*"Operator—is the pool open?"*

*"Operator—when's the briefing?"*

*"Operator—do you know an airman with dark hair  
and brown eyes . . .?"*

These and many other categories of enquiry, the urgent, the routine, the irritating and the absurd, are familiar to Station Winnipeg's Switchboard staff. For in addition to acting as supervisors to the unit's traffic-heavy lines, the patient ladies of the operating staff provide a sort of combination information and investigation service too.

In terms of use, the switchboard is probably one of the most heavily patronized services on the station. But, perhaps because it's location is not conspicuous, few station people ever pinpoint its location, or know much about it's place in the station setup.

Organizationally The Switchboard is a sub section of Station Telecommunications, under the command of the Station Telecommunications Officer, S/L J. P. Whitehead. Physically it is located in a small room on the second floor of the Headquarters Building, overlooking the crowded parking lot and sporting a prominent view of the 16 Hangar tarmac. Its most prominent feature, is a large and awesome mahogany coloured structure which looks something like an upright piano and which is pocked with hundreds of connection sockets, coiling rubber-insulated lead wires, and flashing indicator lights. In front sit the operators on special elevated chairs.



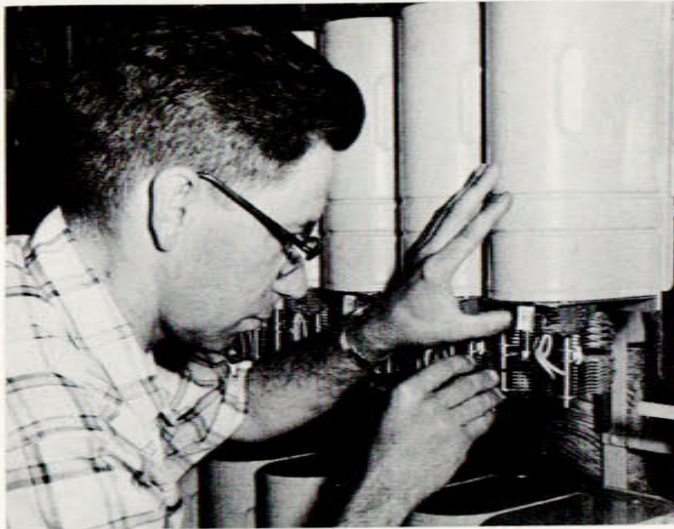
There are 400 locals, 37 trunk lines to contend with . . . .

With 18 outgoing and 19 incoming trunk lines plus some 400 locals, the girls have a fairly active tiger by the tail. An unpredictable one too for the volume of calls varies, sometimes for no apparent reason. A day will often begin quietly with a minimum of calls. Then, without warning all hell breaks loose and the board lights up like a skyscraper at dusk. A strange looking aircraft, a base siren, — sometimes even a new report, will trigger a rash of incoming calls from curious citizens. Although it hasn't happened here, it was an alleged flying saucer which brought down a Niagara of calls to the St. Hubert, Que. switchboard not long ago. Trying to foresee such waves of activity is usually futile. During a recent ground defence exercise, the station sirens were bleating vigorously and armed guards were patrolling the station approaches. The switchboard girls braced themselves for the worst. Nothing happened. For some unfathomable reason none of this tickled the mass curiosity of the city that day.

But even in the regular line of duty, the operators are busy. With the Group Headquarters at Winnipeg, they handle a large number of long distance calls, — some 30 to 40 per day, and apart from placing the calls, compute Times and Charges too. On a recent, average day between 8 and 5 they handled 1488 incoming city calls. For the full 24 hour

By RON BAYNES





Mel Bradshaw, MTS technician claims . . . .

the operators are required to make sure that the authorities are informed.

In addition to all this, the girls provide the answers to all kinds of questions. They have learned that some telephone callers credit them with almost extra-sensory powers of perception, — like guessing the name of the anonymous person they are trying to contact. Like the girl who asked confidently to be put in touch with the airman she met the night before. He wore a blue uniform.

The face of the switchboard is covered with slips of paper, bearing information which is regularly requested—the theatre programme, aircraft schedules, briefing times. One note announces that the auto club will be closed, another requests that the Orderly corporal be awakened next morning at 6. Children are habitual callers, — usually about the swimming pool hours. Occasionally some lonesome individual phones, just to talk. Such callers are discouraged, firmly—there is too much to do.

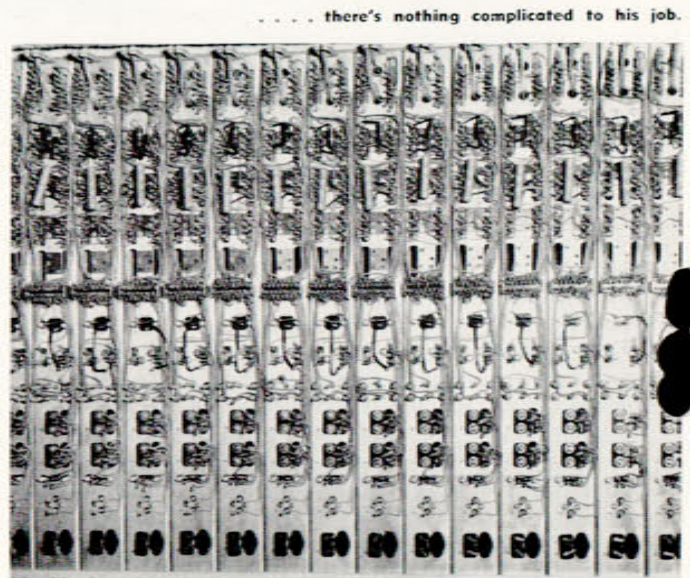
A real problem is keeping an up-to-date list of names, addresses and phone numbers. The city directory cannot begin to keep up with transfers in and out, and the quickly changing occupancies of married quarters. The switchboard tries to maintain a complete register of such information. They refer constantly to Daily Routine Orders, transcribing TOS and SOS information, home addresses and local phone numbers. Somehow they have managed to keep abreast of the changes, and provide an essential and heavily-utilized service.

In spite of the demanding nature of their job the operators like their work. Indeed, some claim that they like it *because* of the pressure. "It's the same with any kind of work, isn't it?" said one, — "It isn't difficult if you like what you're doing."

period the total soared to 1700. There don't seem to be any peak periods during the day, though calls do drop off after five.

This activity is reflected in the room next door, which is jammed with the relay racks which make up the complicated innards of the Station switchboard system. Mel Bradshaw, of Manitoba Telephone System is responsible for this complicated apparatus, which he describes officially as a PABX, (Private automatic Branch Exchange). He explains that there really isn't anything complicated to it. You pick up the phone and a line-finder finds you. The selector finds you a free connection. Then you dial the last two digits. The room is usually alive with the restless twitches and buzzes of shifting switches and relays, each of which probably indicate that someone is making a call. Mel says that the installation is one of the largest in the city. (The biggest is in General Hospital.) Manitoba Telephone System owns all the telephone equipment, receivers, wire and all, on the Station. The system, Mel says, is efficient and requires little attention, other than regular routine inspection and cleaning.

The Switchboard activities, on the other hand, never cease. The operators, Miss Flora Mae MacDonald, Mrs. Bernice Sly, Mrs. Ann Tonn, Miss Joan Gostick and Mrs. Non Korody work eight hour rotating shifts, and the switchboard is operational 24 hours per day. During the night the board is manned by one operator. Even during this time there is a fair volume of business. But even if there wasn't, it would be of vital importance that the board be open. During the night, the girls must be awake and ready for emergencies—which are no respectors of working hours. A crash alarm and a fire alarm are wired into the switchboard. In an emergency



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# BOOK SHELF

## THE SHIRALEE

By D'ARCY NILAND (*Angus and Robertson*)

THIS is the story of a rough, common young man, brought up amongst the less fortunate classes of Sydney, Australia. He has the body of a powerful animal, and the appetite of such, but not reserved entirely for food. He is a swagman by profession, one of a recognized class in Australia, a man who has placed Australia at his feet. He has taken to the road, and sustains himself from place to place, by obtaining work wherever and whenever needed. His name is Macauley, and when he was young and in the city, he met and married a girl with whom he imagined himself to be in love, but the yearning of the open places, and the ever winding roads of the country outside the city proved to be a greater love, and in the end there was no compromise. Macauley's wife proved to be weak in the flesh, and is discovered by him in a moment of infidelity. Without waiting for explanations or arguments, he administers a severe beating to the man he dis-

covers with his wife, and taking his daughter he heads for the open road once more.

Deep within him there is a certain integrity which becomes more and more implicit as his pilgrimage progresses. He is taciturn, and says very little: the small girl, Buster, the daughter he feels bound to take with him, says even less, but they both speak with a strange and touching eloquence as they come to life under the strong sure prose of Mr. Niland. In the end, Macauley's pilgrimage comes to an end at a cross, but it is not the conventional cross one finds on an altar, but rather one which in effect sustains him. This is his Shiralee, his burden.

If Macauley and Buster are taciturn, the people that they encounter are not. There are many sketches of delightful characters living in, and passing through small Australian towns and settlements, and they are drawn in with sure quick strokes of the author's pen. These characterisations are in

fact so bold, that one must imagine that the author must have spent a good deal of his time as a swaggie; descriptions are so accurate that they may tend to make the hair of genteel people stand on end, but the vivid contrasts drawn will certainly smooth it down again.

There is humour in this story, earthy perhaps for the taste of some, but it is the humour of real people, and there is pathos, and drama and too there is some excitement, particularly the incidents or brawls that involve Macauley. The descriptions of the country side, leave a perfect picture in the mind's eye, so that if the reader has never been to Australia, still there is the feeling of something familiar, of having been there, of having camped beside a cool chuckling river on a warm night, or sheltered from the drumming rain under a corrugated iron roof, or smelt woodsmoke over an open campfire. The book is dotted with the language of the Aussie bush, and over and above the story and its characters, it gives the reader

By F/L E. TED TEIMAN

an insight to the Australian way of life.

By way of ending this small review, some of the readers of this column may possibly have seen the film dramatization of this book, starring Mr. Peter Finch the Australian actor who is doing so

well in British movies, and a small Australian girl whose name for the moment forsakes me. They had the roles of Macauley and Buster respectively, and the film was made "Down Under." This movie was shown in Winnipeg several months ago, and doubtless will make its

way back for a second showing on the little theatre circuit. If it does, I strongly recommend a visit to the theatre that it will be playing at, because it follows the book accurately, and brings it to life in no other way possible, except perhaps in the author's fertile mind.



Photo Section

## PARK ROYAL BEACH

By RON BAYNES

F/O Roy Smith had just taken off in a B-25 from Winnipeg's Runway 36, which points Northward toward Rosser and Stonewall. Climbing, he chanced to glance down. There below him he saw a massive circular crater, — a disused gravel pit. He made a swift mental note of the position.

When he had landed, some hours later, Roy got on the phone to F/O Doug Veale, a pilot at 2AOS. "Don't look now" he said, "But I've found it."

"It" was the crater, the subject of the two pilots' speculation for many months. There had been rumours that such a place existed, and some unidentified members of the mess had even been there. But no one seemed to know exactly where it was. Doug and Roy, lifelong friends who both grew up in the swimmers' paradise of BC's Okanagan Valley, were both conscious of Winnipeg's scarcity of good swimming places. They thought they saw a business opportunity.

First move was to the owner's permission and to make legal arrangements. After some difficulty in backing down the owner, this was done. Then, pooling their bank accounts and their gamblers' spirit, they went to work.

It was an expensive operation. Sand had to be hauled in from out of town. Caterpillars were needed to landscape the area. The inner slopes of the crater had to be smoothed and sloped. Above all they needed water. The procedure in a case like this is to hire a driller, pay him well and hope for the best.

Anxiously Roy and Doug watched the water-hunt begin and wondered whether this was not a literal pouring of money into a hole in the ground. But at the critical moment, the driller produced. Water 7,000 gallons per hour gushed into the crater. It is still coming in.

Park Royal Beach was still far from ready for business. Roy and Doug spent every moment of their spare time improving the area and constructing the necessary locker rooms, washrooms and concession areas. Last summer, on the day of the memorable NATO parade at Station Winnipeg, Park Royal Beach was opened to the public. Impressed civilians remain unconvinced that the majestic fly past of jet aircraft, headed for the NATO ceremonies, was not part of the Beach opening.

The Beach has been a sparkling success for summer-dry Winnipeggers. Equipped with all conveniences and concessions, supervised by trained life-guards it is growing daily in popularity.

It is reached by proceeding out on King Edward St., to Highway 6-7 past the Stonewall road to the Beach. It is the closest swimming beach to the city.

Both officers have reason to be pleased with results. However, they still break into something like a cold sweat when they think of the extent of their gamble. "If we'd known what it would cost" Roy says ironically, "We probably would never have got started."

But they did, to the mutual advantage of themselves and Winnipeg's water-thirsty thousands.

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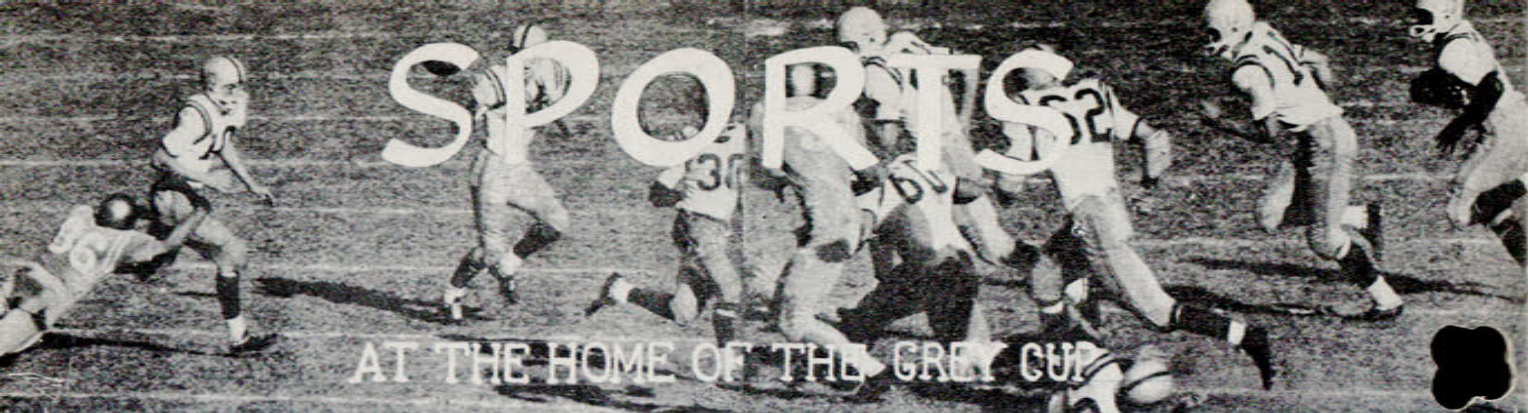
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By CPL. JACK DUNN

**SUMMER ACTIVITIES**

With the long awaited arrival of summer to Manitoba the Station Summer sports activities are in high gear and progressing smoothly. Some of the activities that occupy the leisure time of the largest number of people are, Softball (on Inter-section, Airwomen and Teen-Girls level). Little League and Pee-Wee Baseball, Soccer, Cricket, Skeet and Swimming. The facilities available for service personnel and their dependents at our Station are practically unlimited. Fortunately for the Recreation Staff, there are a large number of talented people willing to devote some of the time and a lot of energy towards the furtherance of an efficiently operated Recreation Programme. Without these people it would be virtually impossible to carry out the extensive and varied programme that we of Station Winnipeg are fortunate in being able to enjoy.

Due to our damp spring season and the difficulty encountered in getting the diamonds in shape, the Intersection Softball League did not play their first game until the 1st of June. There are 17 teams entered this year, witnessing the largest number of team entries for one season in the history of Stn Winnipeg. The league is under the capable executive leadership of Cpl. (Don) Ramsay as chairman, Cpl. (George) Lesage as Vice-Chairman and Cpl. (Gordie) Law as Secretary. Cpl. Law is also Chief Umpire resulting in a very busy schedule this year. The league is divided into two groups with "A" Group having eight teams, and "B" Group having the remaining nine teams. During the latter part of August the top teams of "A" and "B" Groups will play-off for the Intersection Championship. The victor on the station level will go on to the Zone Finals and ultimately to RCAF Play-offs where

they will compete against other top intersection teams from units other than Winnipeg for the "BAT" Trophy emblematic of Intersection Softball supremacy. There is a great deal of talent displayed on the diamonds and we are positive that our Station will go far in Softball this season.

**AIRWOMEN ACTIVE**

The Airwomen of the Station are playing in the Sargent Park House league this year. It is a six team league consisting of 3 teams from Eatons (Jets, Cubs and Royals), one team from Great West Life, one team, the Imps, from Department of Mines and Resources, and our own Airwomen appropriately named the Flyers. The first game was played on Wednesday 3 June in which the Flyers defeated West Life by the score of 28 to 7. This game was a bit lopsided and it created a sense of false

security in our Airwomen which was suddenly dissipated in their next game against the Jets of Eatons. In this, our girls, holding the Jets scoreless for six innings while they tallied 7 runs suddenly faded going into the 7th and lost to the tune of 10 to 7. It is to be added however, that LAW (Maida) Lent of Accounts hit the first home run of the season in this game. The third game saw the girls settle down and play the brand of ball they are capable of against the Royals of Eatons defeating them 10 to 3. LAW (Rusty) Thompson chucking for the game, and Marg Yuen catching are to be congratulated on their fine display during this display. Rusty pitched the entire game striking out four batters and allowing only one walk. Marg, behind the plate is one of the finest catchers in Womens Softball to make an appearance for a long time. If it can possibly be snagged Marg will do it. The team is fortunate in having the services of LAC (Sam) Gault as Coach and Sgt. Jack (Slim) Molteni as manager. They are rapidly working the girls into shape, and, win, lose, or draw in this league, they are giving their best.

**PEE WEE BALL**

A very welcome addition to the Recreation Programme this year is the Pee-Wee Baseball being sponsored by the Corporals Club. Under the energetic and capable leadership of Cpl. E. R. McOrmand along

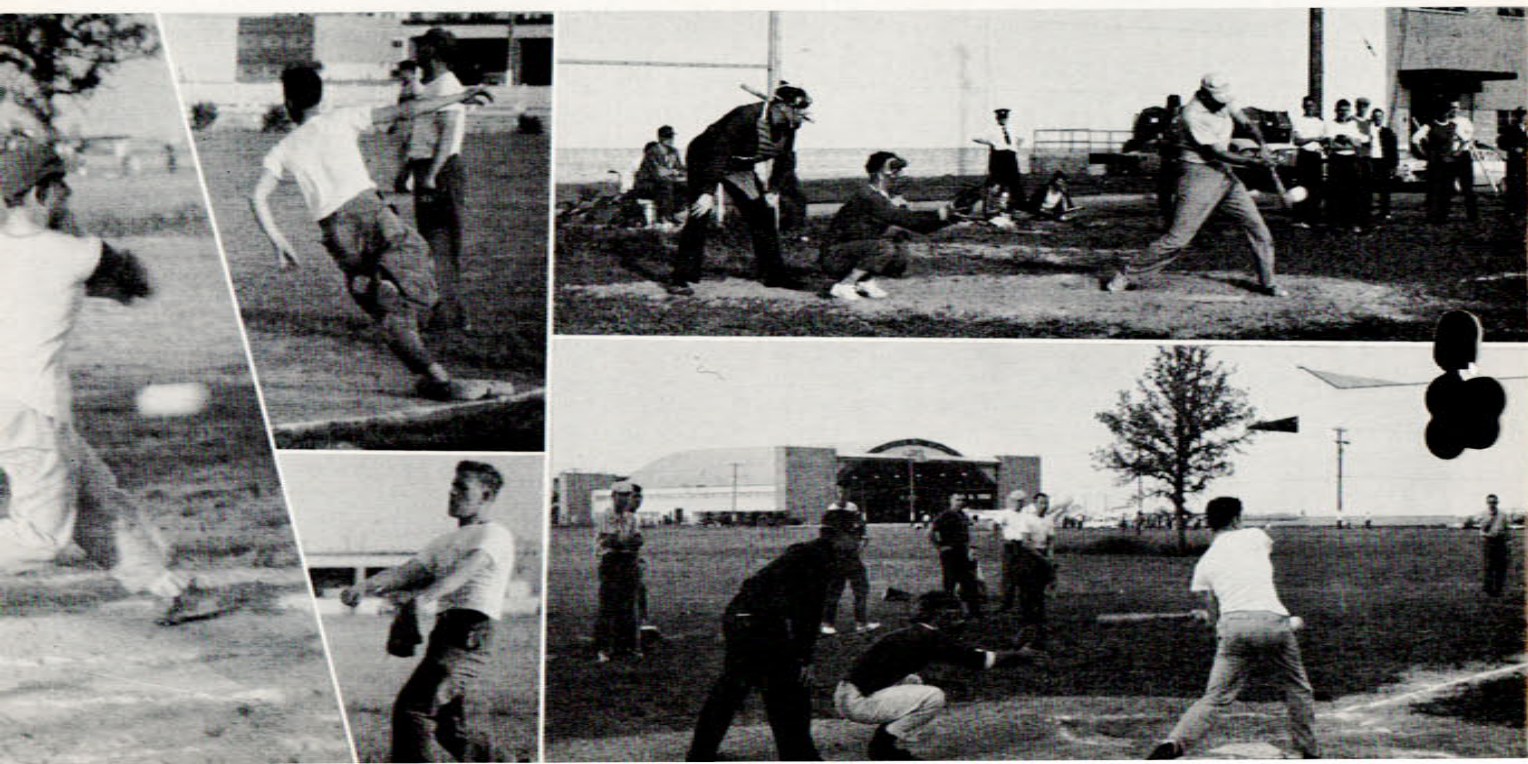
with the assistance of Cpls. J. Douglas and R. Bullis there are 37 children receiving instruction in the talent necessary for good baseball. Catching, Batting, Pitching, are just part of it. The most important function of this worthwhile project is not in the manufacture of another Mickey Mantle

or Warren Spahn, but the sense of Sportmanship and love of contest that is being developed in these young children. Cpls. McOrmand, Douglas, and Bullis are to be congratulated for the fine job they are doing and indeed the Corporals' Club itself for fostering such a notable enterprise.

**PROMOTIONS**

- |                                  |                                      |
|----------------------------------|--------------------------------------|
| To S/L—                          | F/O L. B. Smith—AOS Air (P).         |
| F/L J. D. Wadleigh—Tech CE.      | F/O D. R. Stewart—AOS Air (Ob).      |
| To F/L—                          | F/O J. R. G. Lareniere—AOS Air (Ob). |
| F/O J. L. Leyne—ASFC.            | F/O K. A. Robinson—AOS Air (Ob).     |
| F/O A. A. Witham—ASFC.           | F/O K. F. G. Smyth—AOS Air (Ob).     |
| F/O C. W. Kaip—AOS Air (Ob).     | F/O W. R. Graham—AOS Air (Ob).       |
| F/O W. J. Murdoch—AOS Air (Ob).  | F/O E. D. Teiman—AOS Air (Ob).       |
| F/O R. H. Sparling—AOS Air (Ob). |                                      |
| F/O H. J. W. Lang—AOS Air (Ob).  |                                      |

"... in high gear" — 17 softball teams are active this season.



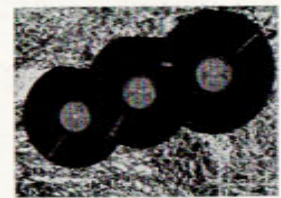
**SOME TIME**

*Some time when you're feeling important,  
Some time when your ego's in bloom,  
Some time when you take it for granted  
You're the best qualified in the room,  
Some time when you feel that your going  
Would leave an unfillable hole,  
Just follow these simple instructions,  
And see how it humbles your soul.  
Take a bucket and fill it with water,  
Put your hand in it up to the wrist,  
Pull it out and the hole that's*

*remaining,  
Is the measure of how you'll be missed.  
You may splash all you please when you enter,  
You can stir up the water galore,  
But stop — and you'll find in a minute  
That it looks quite the same as before.  
The moral in this quaint example,  
Is — do just the best you can,  
Be proud of yourself — but remember —  
THERE IS NO INDESPENSABLE MAN!*

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# NEWS



## GERMAN BEAUTY



Nadja Tiller (courtesy Export Union, der Deutschen Filmindustrie EV).

## FIVE MARKSMEN

Although more renowned as a group for their accuracy in the air, five members of the RCAF are establishing a reputation for their marksmanship on the ground through membership on the Canadian Bisley team which shoots in England July 6-18.

The placing of five men on the Bisley team is an RCAF record. A sixth officer Flight Lieutenant Thomas W. Gregory of Saint John, N.B., who is stationed at Air Force Headquarters, merited a position on the team but is unable to make the trip.

RCAF Bisley shooters are Squadron Leader Dave Reynolds and Warrant Officer Kenneth M. Livingstone, Rockcliffe; Sergeant Mike P. Susick, St. Boniface, Man. stationed at RCAF Station Summerside; Corporal Laurence B. Rhodenizer of Parkdale, N.S. stationed at Training Command Headquarters, RCAF Station Trenton; and Aircraftman George R. Harper, New Glasgow, N.S. from RCAF Station Chatham, N.B.

They assembled in Ottawa with the other 16 team members recently where they were inspected by the Minister of National Defence, Hon. George R. Pearkes, VC.

For S/L Reynolds this is his third trip to Bisley and the eighth time he has been selected for the team. AC1 Harper is also making his third trip but his first as an airman. Sgt. Susick is making his second trip while WO2 Livingstone and Cpl. Rhodenizer are going for the first time.

## JOAN FAIRFAX VISITS WINNIPEG

A gleaming turquoise and white twin-engine Apache touched lightly down at Winnipeg International Airport in Winnipeg one evening recently. It taxied past the Terminal where a CPA Britannia

was loading, and rolled down the tarmac to 3 (DOT) Hangar where a group of press and CBC representatives waited. Through the cockpit glass, the sun revealed the blonde hair and familiar features of Joan Fairfax, popular CBC TV Star. The Apache came to a stop, the engines cut and the cabin door opened.



Joan Fairfax - Tom Higgins. They split the flying duty. —(Courtesy Winnipeg Free Press.)

Joan, with her husband Tom Higgins, an ex-RCAF member, had just completed a tiring and turbulent trip through nimbus heavy skies from Fort William, but neither showed traces of impatience or fatigue. Joan sporting a becoming sun-tan that was obviously acquired outside of Manitoba was gay and at ease. In a light blue dress, which blended prettily with the Apache colour scheme, she looked as unruffled and immaculate as if she were pouring tea in her own living room. She was pleasant and indulgent with the requirements of the Press.

Yes, she said, she loved flying and she used the Apache whenever possible for her engagements.

"I learned to fly in Toronto and Oshawa," she told us. "I have 120

## NEWS — (Cont'd.)

hours now, plus the time it took me to check out on this." — She motioned with a gloved hand at the Apache.

"We split the flying duty," added Tom. "When Joan gets tired take over, and vice versa."

Joan and her husband were on their way to Broadview, Sask., to visit relatives in Whitewood. Every bit as pleasing to the eye as she is on TV, Joan's fresh and sparkling personality made us think of Ross Maclean's remark about Variety shows. Maclean, a young CBC Production genius has protested that the shows do not always allow the personalities of their stars to "come through." Certainly Joan's relaxed and friendly assurance could be portrayed to better advantage than has been the case on the shows of former seasons. But her new all-girl programme, of which she is the star, may do it.

As the Apache was being towed away, and as Tom made arrangements for refuelling with the mechanic, Joan answered a final question. Why, she was asked, don't more women fly?

She smiled happily.

"Maybe they're not all as crazy as I am," she said.

## BACK IN THE FOLD

Recently-appointed Librarian at Station Winnipeg, Marg Yuen who was an airwoman (Rec Spec), is familiar with Service life. Winnipeg is her home and Lachine her last station before she took her release. Marg is pitcher with the Station's airwoman team, and one of their big reasons for optimism.



## ROYAL STANDARD

The Royal Standard is being flown from RCAF aircraft once more this summer as first the four-engine C-5 and later the streamlined Comet transport Her Majesty Queen Elizabeth II and His Royal Highness the Prince Philip, Duke of Edinburgh on parts of their Canadian tour.

Several times since 1951 members of the Royal Family have flown on the C-5. But for Queen Elizabeth and Prince Philip this will be their first flight in the RCAF's Comet. The Comet was used by Royalty

only once before when Prince Bernhard of the Netherlands flew from Ottawa to Vancouver in 1958.

RCAF pride in the two aircraft result both from numerous flights by important people and high standards of dependability. The latter feature is measured in various ways including safety records, prompt arrivals, serviceability and comfortable flights.

The C-5 was brought into RCAF service in July, 1950 and like the Comet is flown by No. 412 Transport Squadron based at RCAF Station Uplands. Its pressurized cabin provides extra flying comfort, reducing the altitude effect from 20,000 to 8,500 feet. Cruising speed of the C-5 is 280 miles per hour at 20,000 feet and its range with a normal load is 3,000 miles.

The passenger portion is divided into two main compartments. The rear section has room for seven passengers and the main portion, which can be converted into sleeping quarters, can accommodate 20 people. A cook's galley is situated between the two compartments.

Queen Elizabeth (then Princess Elizabeth) and the Duke of Edinburgh flew in the C-5 in 1951 and again in 1957. In 1954 Prince Philip used the aircraft on his visit to northern Canada. The Queen Mother, Princess Margaret and the Duchess of Kent have also flown in the C-5.

It has been used on round the world flights by the Right Honour-



IN PRODUCTION  
First Canadair CL-44 jet-prop transport on the production line at Montreal is well on the way to completion. In addition to 12 for the RCAF, 15 wing-tail CL-44's are on order by U.S. cargo airlines.



able John G. Diefenbaker, Prime Minister of Canada, in 1958; former Prime Minister Louis St. Laurent in 1954; former External Affairs Minister, Lester B. Pearson in 1955; and former Health Minister, Paul Martin in January, 1957.

Wing Commander William K. "Bill" Carr, DFC, 36, Grand Bank, Newfoundland, Commanding Officer of 412 Squadron will captain both aircraft.

Other crew members on the C-5 are Flight Lieutenant Donald T. Thompson, Charlottetown, P.E.I., first officer; F/L Leonard J. Halpin, Smith Falls, Ont., navigator; F/L John Nogalo, Sault Ste. Marie, Ont., radio officer; Flight Sergeant Albert J. Cooper, DFC, engineer; FS Ed. C. Grose, Thorold, Ont. flight attendant; Sergeant J. O. Gerard Mignault, Isle Verte, P.Q., steward; and Cpl. Edith Cole, Bella Coola, B.C., stewardess.

Comet crew members with W/C Carr include F/L Kenneth C. Lee, Dauphin, Man., first officer; Flying Officer James L. Braiden, Morse, Sask., navigator; F/L Hugh J. Filou, Innisfail, Alta., radio officer; Sergeant Arnold M. Peterson, Camrose, Alta., engineer; FS Grose, Sgt. Mignault and Cpl. Cole.



NEW CO FOR ST. JAMES AIR CADET SQUADRON

After eight years' service with the No. 170 City of St. James (Kiwans) Air Cadet Squadron, Squadron Leader T. E. Bowes signs the documents handing over command of the squadron to Flight Lieutenant A. H. Morrison. The ceremony took place recently before a parade of 130 cadets and officers at the Air Cadet Hangar on Ferry Road. F/L Morrison has been adjutant of the squadron for the past four years. (Left to right) Flying Officer F. Orchard (Chief Instructor), F/O A. Gibb (Supply Officer), S/L Bowes and F/L Morrison.



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### WEDDINGS IN JUNE

Top left: LAC and Mrs. Art Limber. Mrs. Limber is the former Marie Grouette of Winnipeg.

Top right: F/L and Mrs. Robert Dalzell. Mrs. Dalzell was formerly N/S Norah Barker of Ottawa and Winnipeg.

Bottom left: Cpt. Art and Mrs. Shirley Miller. Mrs. Miller was formerly LAW Shirley Bender, stationed at Winnipeg.

### W/C VINNICOMBE'S FAREWELL DO

By nature of his duties, a Chief Administrative Officer meets many people during his tour of duty. Apart from the Section heads who report to him in the regular routine of work, C Ad O's are in constant contact with NPF committees. Last month, with a C Ad O leaving, the people who had worked with him bid a formal goodbye.

Approximately 125 representatives from Station Fund Committees and various C Ad O Sections, gathered at the Corporals Club last month to bid adieu to W/C H. C. Vinnicombe, who is going to Metz, France.



The party got under way at 7 p.m. and after cocktails, supper was served, cafeteria style in the Corporals' Dining Room.

G/C J. F. Mitchell, DFC, AFC, CD, CO, RCAF Station Winnipeg, presided at the gathering. Bidding the Wing Commander farewell, the CO recalled the invaluable assistance rendered by the departing C Ad O ever since his arrival in Winnipeg.

W/C Vinnicombe expressed regret at leaving Winnipeg despite his eagerness to revisit Europe. Various farewell tokens gifts (see the Station's esteem, including two pipes and tobacco, in recognition of his reputation as a pipe-smoker.



**MILESTONE**

Back in the mid-war year of 1943, the newly erected Protestant Chapel at RCAF Station St. Hubert celebrated some sort of a milestone. A little girl was baptized, in the first such ceremony involving an RCAF dependent in recorded Service history.

The little girl was Sheila Kidd, daughter of Arnold and Doris Kidd. Arnold was stationed in St. Hubert at the time, with 13 SFTS, St. Huberts, P.Q.

The years passed and Sheila grew up with the RCAF, moving on transfers with her parents around the country before finally returning to Winnipeg two years ago.

Last May 30th, grown to lovely womanhood, Sheila celebrated another landmark in her life, once more in an RCAF chapel. She was married, in the local Station Cha-



Brian and Sheilo Scott. (Background : WO1 and Mrs. Kidd.) Baptism to Marriage with the RCAF.

pel to Brian Scott, a Law student at the University of Manitoba.

Pipers lent colour to the wedding festivities and nearly 150 guests attended the reception at RCAF Station Winnipeg. Officiating at the ceremony was Wing Commander

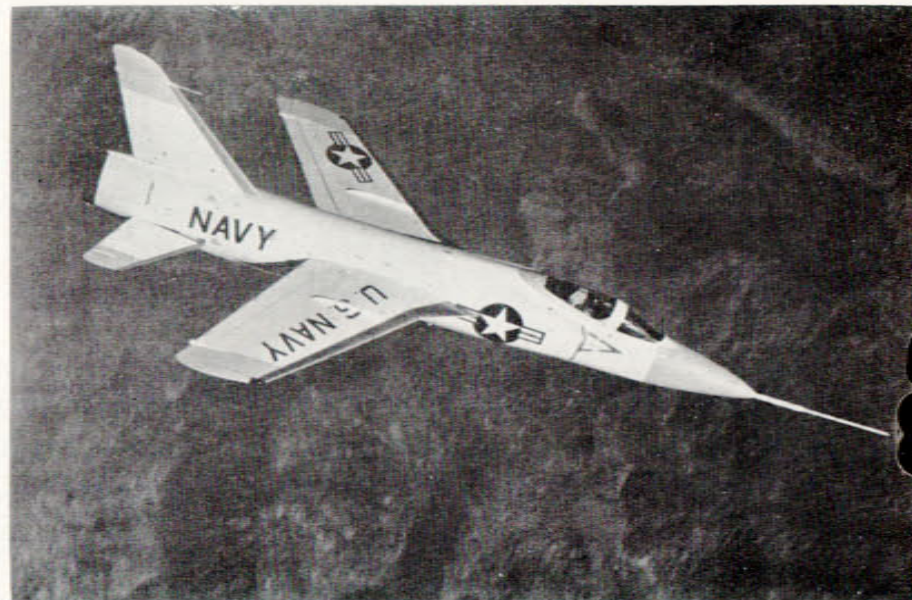
Allister Ross McIver, 14 Group Protestant Chapel.

Warrant Officer Kidd, Mrs. Kidd, and their family, Roy, Len and Lenora, reside in Jameswood Park, St. James. Mr. and Mrs. Scott will reside in Winnipeg.

**US FIGHTERS IN THE NEWS**



Northrop's N-156F "Freedom Fighter", is due to fly late this summer. —(Courtesy Northrop International.)



Grumman F11-1F Tiger has been mentioned as possible equipment for some NATO countries. —(Courtesy Grumman Aircraft Eng Co.)

**SECTION NEWS**

**THE CROWBAR HOTEL**

Yet another month gone by, and those 'bits o' green' have been flying around like so much confetti. The result is that a few changes have taken place, whilst others are pending.

My 'old mate,' Cpl. 'BERT' BETTS has left us on his transfer to Goose Bay, and our best wishes go with him—we will miss him.

Another transfer came the way of Sgt. 'JOHNNY' JOHNSTONE of the S.I.U., who has gone to Lincoln Park, where, after nine years in mufti, he will be working in uniform. No doubt he will find it just a wee bit strange at first.

Transferred overseas, although not yet gone, is Cpl. 'TED' WHITE.

Then we have Sgt. "BERT" DREYER, who has one of those transfers where he doesn't even have to pack his 'gear.' He moves across the field from 14. Training Group H.Q. here at Winnipeg, and joins us in September, as does the new i/c.

In August, Cpl. JENSON arrives from across the 'pond.'

So much for transfers—that's enough 'moving' stories for one month! (Apologies to Cecil, the Security Bulldog).

Listeners to CBW radio on the evening of 11th June, heard a play entitled 'Operation Briggs' written by 'LEN' JAMES. (See May Voxair Personality).

This is no other than OUR own Cpl. 'LEN' JAMES, of the S.I.U. here at Winnipeg.

Keep at it, 'Len,' you'll make 'General Motors Presents' yet, we're sure of it!

Talking about coincidence — we weren't? O.K. Let's talk about it then!

A Royal Air Force 'Comet' landed here recently, and the crew, not unnaturally, gravitated to the bright of the 'City.'

One of the crew—the 2nd. 'Dickie,' walked past the Guard House where Cpl. 'RON' OSBORNE was on duty.

'Ron' recognised the R.A.F. man as a war-time buddy of his, and the last time he saw him was when 'Ron' was a W.O.I. WOP/AG in the R.A.F.

Next morning, needless to say, they spent a talkative couple of hours reminiscing and recalling the 'good — or bad — old days' during the war.

When one considers the size—or lack of it—of the U.K., not a 'hoot and a holler' from end to end, and the vastness of Canada, one can see just what I mean about coincidence!

Talking about size, (see how craftily I bring it in???) prompts me to remark that to us 'Limey's'—and doubtless to other 'New Canadians,' also,—of the aspects of this country to which we take a long time to adjust, is it's tremendous size.

This was brought home rather forcefully to 'BERT' BETTS on his transfer to 'Goose,' when, after checking the map, he realised that on his arrival there, he would be as close to other members of his family in the U.K. as he would to another brother in Fort Nelson!



Cpl. Bert Betts  
Gone to Goose

Recently arrived here is Cpl. 'ANDY' ANDERSON, who has been stationed in the U.K. for the past five years.

Although 'Andy' is a Canadian, us 'Limey's' feel he is on 'our side' for his wife hails from Scotland!

Coming to the Guard House are several other AFP—all Canadians too, so I reckon 'us 'ns' will be outnumbered for sure. We might even have to revert to drinking COFFEE!!!

First there is W.O.I. VANBUSKIRK, who is coming from T.C.H.Q. at Trenton.

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'Winston' said, "Some chicken—some neck!"

'Fraid that's all for now, folks, so (T.T.F.N.—Ta Ta For Now!)

—Cpl. T. H. DARLING

**MITCHELL PILOTS CHECKING IN**

The most up-and-coming softball team in these parts is dropping the opposition right left and center under the vigorous coaching of JERRY (JET) JACKSON. AI pilots have taken two games (out of four to date—they were just warming up in the other two) and this team is going to walk off with the honours in "B" group of the inter-section league. You have been forewarned.

The passage of time has brought several new pilots to the home of Mitchells. Most recent arrival include F/L BILL MCKENZIE and F/O LARRY SMITH of Expeditor fame; F/O WALT DENNIS, and a brace of ex-flying instructors — F/O's ART COX, E. P. KELLY, DON SHAW, LAURIE FRIESEN and TOM McNAMARA (Local sportsman). Also now attending are our summer pilots F/O's BERN FAILING and JACK MILLER from the U. of Alta.; EVAN SPICER from the U. of Sask.; IAN PATRICK from the U. of Man.; and REID SMITH, GLEN DOWN, HOWIE HOWES and D. D. PAUL.

Transfers in also mean transfers out. F/O BOB FASSOLD has gone to air transport command; F/L LARRY CORBEIL ends three years in Winnipeg with a move to Maritime command along with F/O DOUG HOWATT (local sportsman) and our deep throated South African friend F/O TONY GALLO. Current release include F/O's DAVE WICKES, now handling insurance in Wpg.; JOHN KEATING now refrigerating in Brantford, Ont.; LES NUTTALL and DOUG MILLAR returning to University and JERRY JACKSON going to farm in the Eastern Townships. While F/O PETE SYKES is in link, he is still AI, but plans to depart for South Africa upon release.

In succeeding issues of Voxair, we hope to tell you of Mitchell Squadron's role and how the AI pilots accomplish this phase of observer (AI) training

No. 1 HERBERT JOHNSON  
RCAF HATS.

WINNIPEG



## PERSONALITY

(Concluded from page 13)

repertoire, to a more versatile Brass and Reed affair with saxophones, percussion and other instruments. In '56 the Band raked up an 84% mark at the Manitoba Musical Festival. In Waterloo, Ont., the following year it took 3rd place, going against professional talent. At Moose Jaw in '58, the Station band placed first in its class.

In the time left over from band-rehearsals CO's parades, Graduations, special events, and practising his French Horn playing, Gord has become deeply involved with "VOXAIR" magazine. He has at one time or another worked on every phase of production and is currently on layout and produc-

tion. Forceful and energetic, he knows how he wants a job done and invariably succeeds in accomplishing it that way.

Gord has developed a liking for classical music, and over the years has developed a large collection of recordings. In London, during the war, he spent many hours at the London Symphony. His favourites are Tchaikovsky, Wagner and Beethoven.

As a group 3 Bandsman, Gord must play his specialty instrument, the French Horn, to solo part music, and know the theory of harmony up to and including what he says is the "Third inversion of the dominant seventh chord." At group 4 level, a bandsman must compose a march, transcribe from symphony orchestra score to a mili-

tary band score, and transcribe from piano part to a brass reed band, as well as be versed in many other ramifications of the trade. As a band instructor, he is required to sometimes train complete beginners to an acceptable standard. Once, a few years ago, due to transfers, his band dwindle abruptly to 12 men. Gord promptly enlisted 30 men, and working part time brought them from scratch to a satisfactory standard of proficiency.

Now transferred to Edmonton, Gord will take his place in the Training Command Band and will renew a long-standing acquaintance with tours, concerts and the life of a major band. He will leave behind him a well-organized, equipped and trained organization as proof of his efforts.

## PERSONALITY

(Concluded from page 12)

convinced that the best of these is the Seven Islands Region, but is also impressed with some local sites, — notably near Kenora. His musical interests provide another hobby and he plays piano, electric organ, and E Flat Bass. He and his wife Florence, and their two boys Eric and Gregory, live on Moorgate St. in PMQ's.

His presence as a playing member in the Station Band has done much to set an example to would-be musicians and playing members. At a recent parade, in swelteringly hot weather, the Squadron Leader and Band Officer was in there suffering with the rest. For reasons of human nature this did much to revive his fellow-players' enthusiasm.

Bert is now transferred to Ramstein, the ATAF Headquarters in Germany. He will arrive there on the 11th of August. The Station, and in particular his fellow musicians wish him and his family a pleasant European tour, and all the best for the future.

## AFRICA

(Concluded from page 9)

### EQUIPMENT

Being a standard Auto-Flite model, the Comanche was equipped with all normal flight instruments and Piper Auto-Control, automatic flight system, which he used most of the time. Radio equipment included an ARC automatic direction finder, Collins VHF transmitter and receiver and a Sunair long range transmitter and receiver. No other special equipment was used. For safety purposes he carried a one-man life raft, a Mae West and a Simmonds SARAH, light weight transmitter/receiver.

### CRUISE CONTROL

For maximum range, Conrad flew at lowest possible power settings starting at 130 mph indicated after departure from Casablanca, gradually reducing speed to 100

mph indicated. Conrad reported the engine didn't miss a beat during the entire flight. Inspection of the Champion spark plugs after the trip showed them remarkably free of lead or carbon. B-P petroleum, 100/130 octane, was used.

### BOUNCED BACK REMARKABLY

The main reason for the success of the flight became apparent after Conrad landed at Los Angeles. In good spirits, he first took a drink of water, then answered reporters' questions, posed for TV interviews, dashed to the phone to talk to one of his daughters in San Francisco. An hour later when the last picture was taken, he got back in 110 LF and flew 40 miles to Orange County Airport, Santa Ana, took a nap in a motel room in Corona del Mar, then went out for a midnight walk.

Perhaps this, too, made the flight a success: "I have never made a long distance flight before where everything worked so perfectly 100% of the time," said Max.

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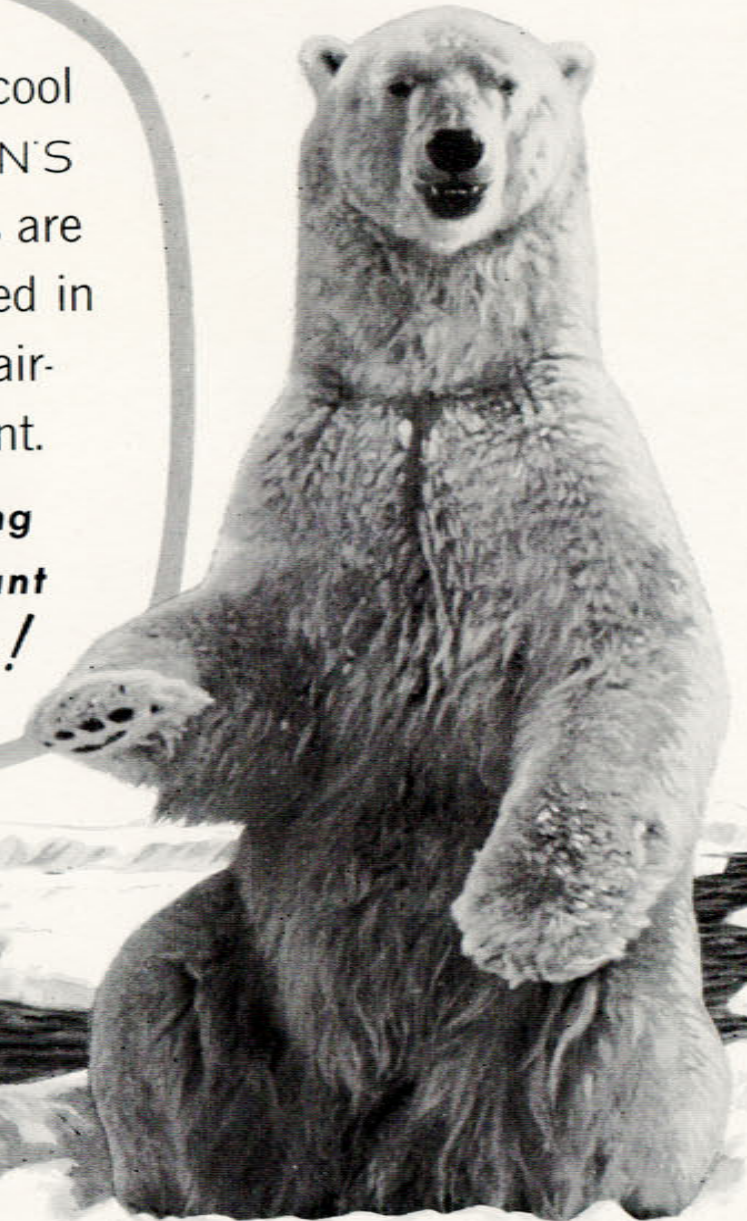


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