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# VOX AIR

APRIL, 1958

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Volume 7 No. 4



*An Airforce Newsmagazine*

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 Western Style

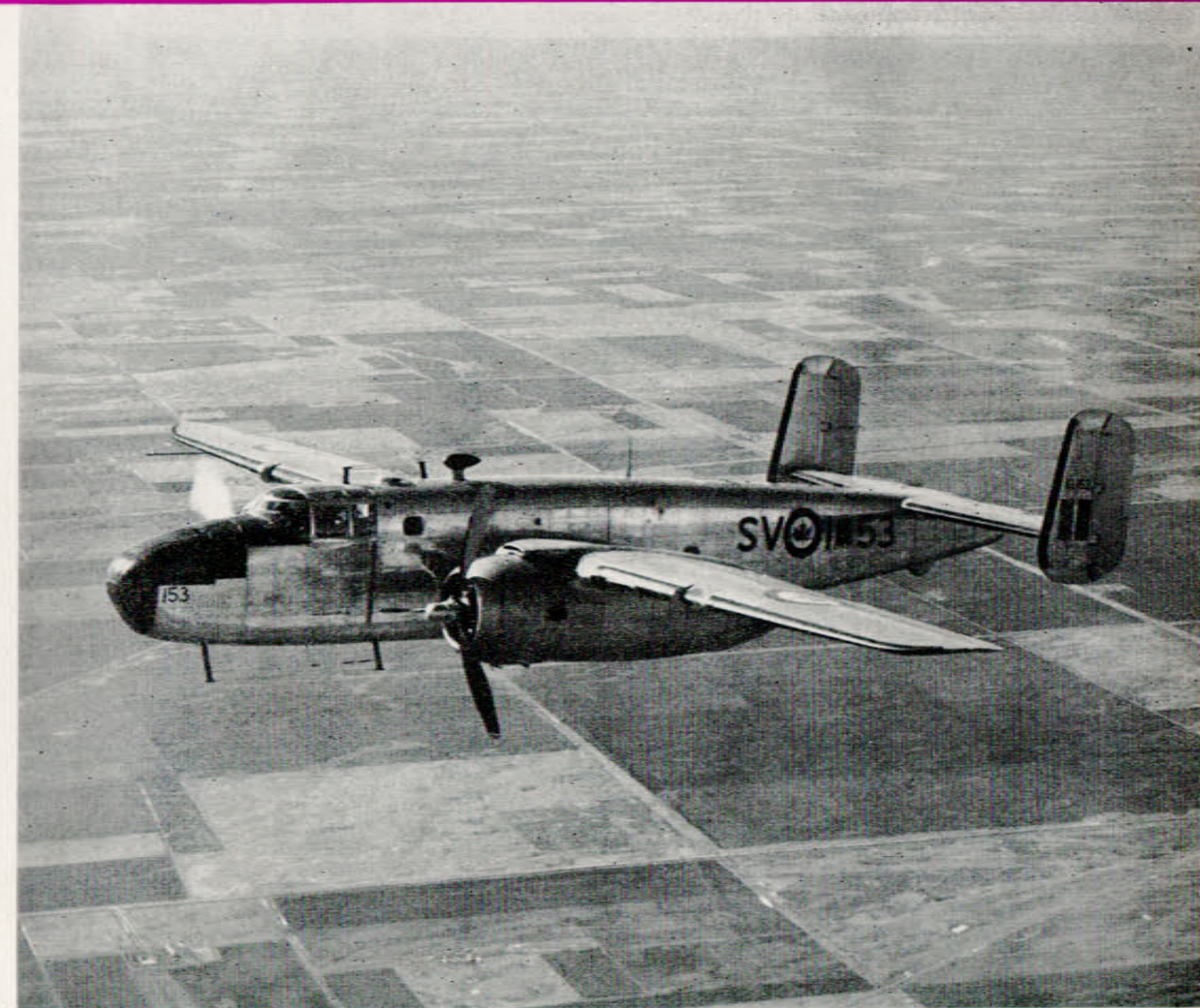
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VOLUME 7, NO. 4

APRIL 1958

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### Cover Story

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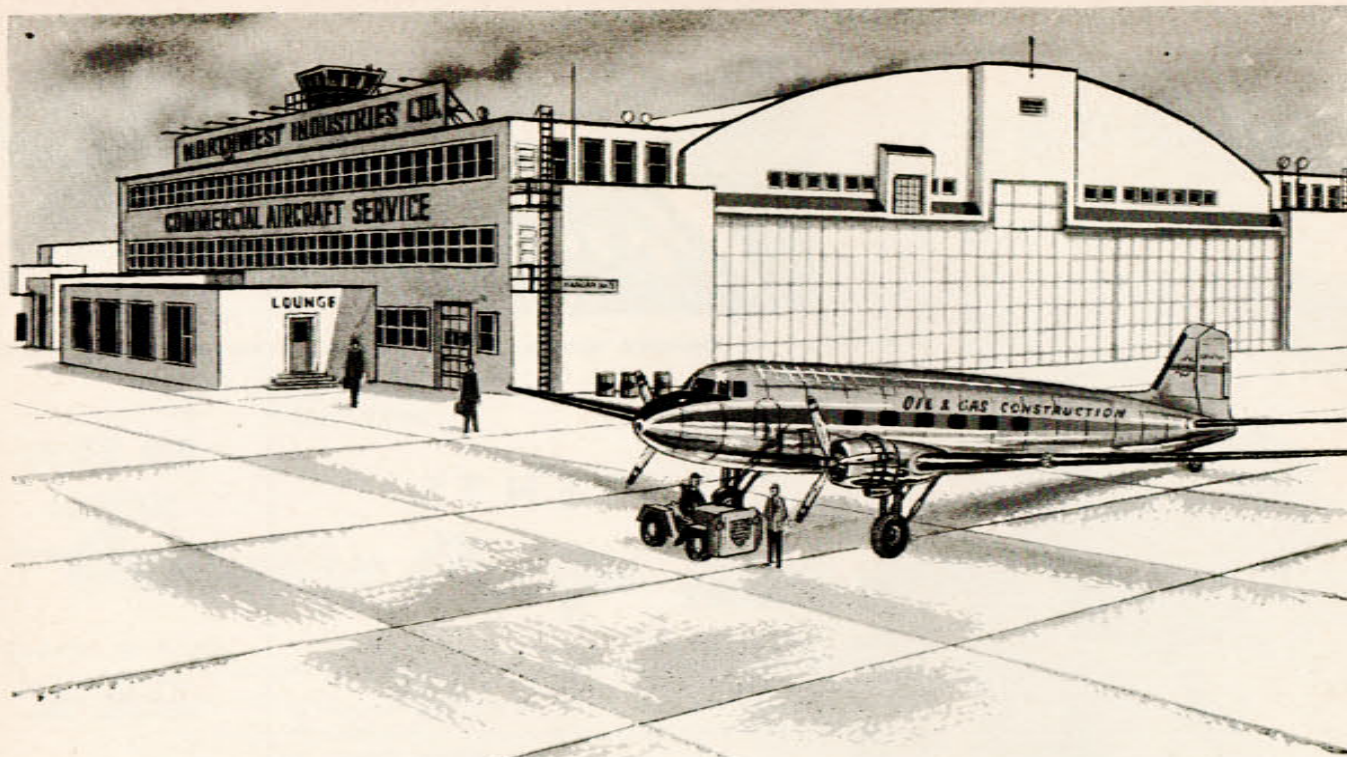
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5 MINUTES FROM THE HEART OF DOWNTOWN EDMONTON

## MUD — the control of

By RON BAYNES

THE subject of mud and effective measures to cope with it has recently become a live issue in this area, and will doubtless remain so until landscaping of the new housing area is complete. In view of this, an independent study has been made of the problem and it has been discovered that, in the best traditions of the Service, occupants have already developed certain specialized approaches to the problem. The results of this survey are herewith presented for the enlightenment of newcomers to the area.

Approaches to the problem of mud may be broadly divided into three categories—the Devil-may-care, the Cautious, and the Mechanical. An application of any one or a combination of all three is recommended in order to solve this problem.

### APPROACH ONE—The Devil-may-care Approach

Adherents to this school of thought are easily distinguishable by two outstanding characteristics:

(a) Their two-tone colour scheme—Air Force Blue from the cap down through the area of the third tunic-button, and an interesting off-brown effect the rest of the way.

(b) Their wearied and heavy tread caused by the necessity of lifting, along with their boots, a sizeable chunk of caked real-estate.

The attitude here is roughly one of, "Damn the torpedoes—full speed ahead!" The true adherent of this school turns off the Highway without a falter or a cringe and wades in a dogged straight line towards the front door. He pauses only to wipe mud from his nostrils and lets nothing stop him until the journey is complete. The trick here is to keep the eyes closed and to whistle loudly between submersions. The return of Approach One personnel to their quarters resembles in sound-effects and appearance a Rhinoceros-swallow on the Congo. There is something awe-inspiring in the spectacle of Approach One personnel, visible only from the shoulders up, wading through the ooze, and one feels with conviction that here is the spirit which carried the pioneers West.

### APPROACH TWO—Cautious

Approach Two attracts the prudent and fastidious resident in large numbers. Approach Two people

look aghast at Approach One adherents, and there is little if any social contact between the two groups. Subscribers to Approach Two are recognizable by their fascinating variety of footgear, including hip-length boots, mukluks, rubbers-within-rubbers, and their barefoot entry into their footgear which is left overnight in a strategic position for the next day's departure. Approach Two people wear a perpetually strained expression and may be distinguished by a restless inspection of their legs and feet during working hours.

The typical Approach Two man will stand for minutes on end, one foot on solid ground while the other probes delicately at the sludge. Only hunger, the approach of nightfall, and entreaties from his loved ones finally persuades him to take the plunge. Students of the ballet would profit by a study of the tip-toe, arms akimbo, hop-skip-and-jump approach of these inhabitants as they make their tortured way home.

### APPROACH THREE—Mechanical

This group relies on the mechanical flair and inventive genius which has made the Do-it-yourself Industry a million-dollar concern. Approach Three personnel are recognizable only by the appearance of their dwellings, which are surrounded with ingenious and complicated pieces of construction. Duck-walks constructed of old packing-cases, pieces of Ten-test, and old cereal boxes trace devious routes through the swamp. The typical occupant of this group leaves home by means of a system of ramps and descends by gentle stages to solid ground. Only the absence of trees has prevented certain members of this group from fashioning trapeze-approach systems similar to those employed by the King of the Jungle. The final landscaping of the area and the disappearance of the mud will cause a genuine sense of loss in this group who have found this challenge a pleasant stimulus to their creative talents.

Personnel who wish to employ any of these methods should make sure that domestic conditions make it possible to do so. The union of Approach One and Approach Two people has dangers all of its own. In the meantime, chin up—well up, until the landscaping's done.



CALAIS

# PIONEER . . .

## Western Style

A "CUCKOO" FLIES AGAIN!

By FRANK H. ELLIS

WITHIN the past decade, a wave of interests in pioneer and other old-type aircraft, has asserted itself throughout the North American continent. The terms applied to such craft today, by those in search of venerable airplanes, is antiques.

Inquiries and anticipated acquisition for such real old-timers, for some time quite a hobby in the United States, now has spread to Canada.

Unfortunately there are all too few of the old flying machines left in one piece, and the endeavour to locate storage places where the few remaining ones may be is getting tougher by the day.

Louis Bleriot's original La Scarabee, which made the first flight across the English Channel, July 25, 1910. The Calgary Cuckoo is a faithful replica.



IN Canada, at least one man, Stanley N. Green, of Calgary, decided that if pioneer planes could not be found, that was the least of his troubles, as he had for many years nurtured the desire to build one, rather than to obtain an original.

As with many Canadians, Mr. Green's interest in aircraft began as a youngster, but as he grew up he planned to build a full-scale replica of the world-famous La Scarabee or Cuckoo, the Bleriot XI monoplane in which the French designer-pilot Louis Bleriot became the first human being to fly the English Channel—on July 25, 1909.

Mr. Green's search for data began a long time ago, and for many years he was not in a position to finance or make the craft, although he continued to gather material together, of everything pertaining to Bleriot monoplanes.

As time passed, his researching grew into a massive file, which culminated when he obtained a book written by C. B. Haywood, entitled *Aviation*, in the pages of which were plans of the original Cuckoo.

One item he collected was a prospectus of the Bleriot training school in France, a clause of which held students responsible for all damage to the airplane being used—or to themselves.

For many years before the outbreak of World War II, Mr. Green had been actively connected with flying in the Canadian north, and when hostilities broke out, he enlisted in the RCAF.

With this aviation background, he entered the service of the Alberta Government, in the Provincial Institute of Technology and Arts, as Aeronautical instructor. It was through this work that his dream of building an old-time Bleriot at last became a reality.

With permission from the directorate, he established a curriculum which enabled students to work on parts of the machine while undergoing a portion of their actual engineering training. The whole school became very interested in the work as it gave pupils a tangible object to work for.

All material which went into the making of the Bleriot had to be supplied by Mr. Green. One day he was discussing his research and ideas with a friend, D. Franz McTavish, owner-manager of the Chinook Flying Service, of Calgary. Mr. McTavish offered to finance the cost so far as materials were concerned, and to include the price of an engine.

Now, after so many years of wishful thinking, it was plain sailing and the construction of the Bleriot grew apace. Students made parts as directed by their instructor, and when such items were completed and had passed the rigid inspection of Mr. Green, they were built into the machine.

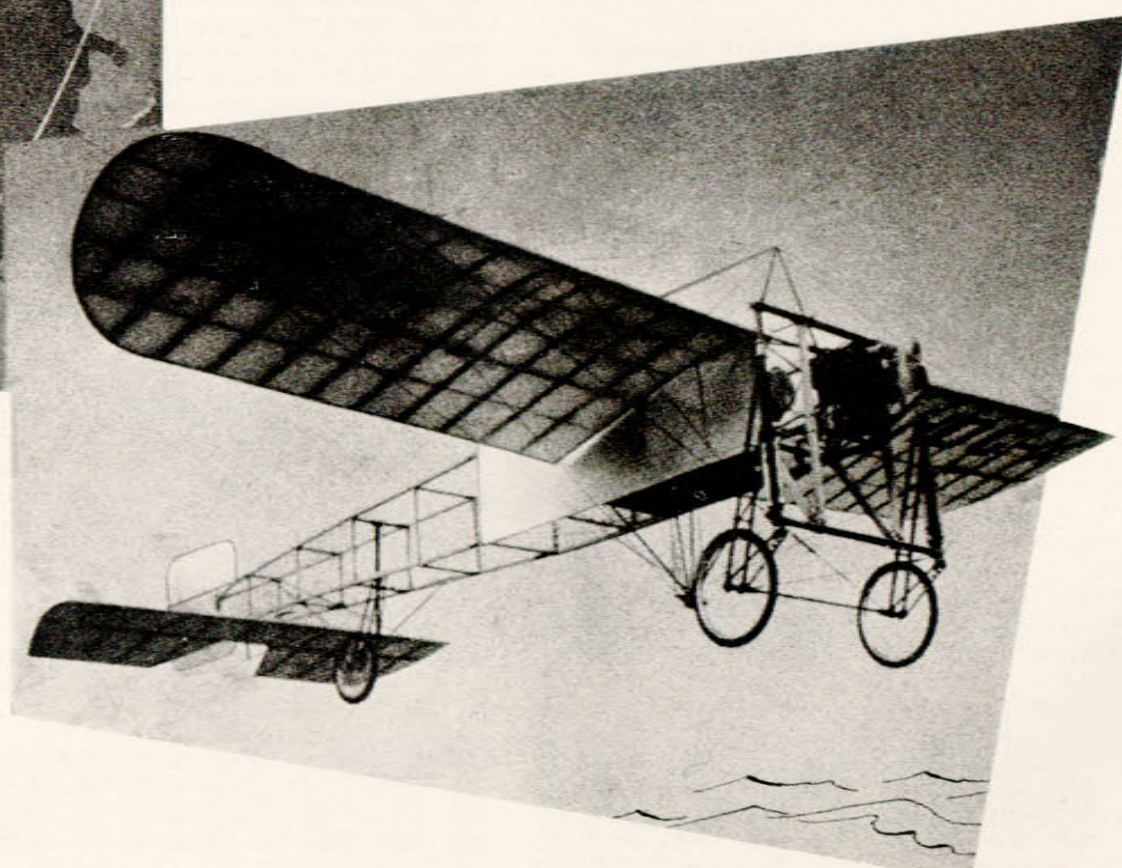
One man who assisted greatly at long range was A. L. Jackson, of the Shuttleworth Collection, Biggleswade, England. An original Bleriot XI, still flyable, is in their possession, and whenever some particular item became a bit too difficult, details and sketches were willingly sent along by Mr. Jackson.

The actual final assembly of the monoplane began with the 1952-53 school term. Work went ahead, until at last the completed Bleriot perched daintily on its three bicycle wheels within the Technical building at 13th Avenue and 10th Street N.W.

After government inspectors had looked it over, and passed it as airworthy, the Department of Transport issued registration lettering CF-HDG-X, the last letter denoting it was classed as an experimental aircraft. It thus fitted into the same category as the original of 1909.

Some of the constructional parts were slightly changed when building the Calgary Bleriot, the aim being to use all modern means available, and to improve things without changing the craft as a whole. In this manner about 80% of the original design went into the new model.

The most interesting of the arrangements was a new design for the wing root attachments, to give greater strength. Welding was substituted everywhere as needed, replacing the old-style brazing methods. The engine mountings were fabricated



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from steel tubing, instead of from steel plate, and woven steel cables were substituted for the original designed steel strips used by Bleriot, for use in bracing various parts.

Thin strips of spruce had been used in the pioneer-built wings' rib webs, but birch was used instead, while hickory went into the formation of longerons for the fuselage, and for struts and undergear. Such woods were used because the prescribed ash was not obtainable at Calgary. The wing spars were also given added safety by being fashioned to a larger cross section.

When finished, the craft was a beautiful piece of work, reflecting great credit on Mr. Green and his many willing students. The final touch was the covering of the wings and tail assembly with Grade "A" Flightex fabric. They were given just four coats of dope to keep the wings flexible since flight control of the Bleriot was far different from modern craft. When a pilot operates the control column, wires attached to the top and bottom of the wings, on either side, warp the areas as desired, to serve the same purpose as ailerons do today.

The full wing span of the machine is 28 feet, while its overall length, including rudder, is 25 feet 2½ inches.

The first engine to be installed, the only suitable one available in Calgary at the time, was a 40 h.p. Continental.

As the ground altitude of the Calgary Airport stands at 3,545 feet above sea level, the engine did not prove suitable, and would not lift the machine from the ground. It was felt that if the tests with

it installed had been held at sea level, there would not have been much difficulty.

A Continental C.85 was then procured, and when installed proved more than equal to all the demands placed upon it. Full power was never used with that motor, either in take-offs or in full flight. The propeller at the time was a regular standard Lewis, designed for use with an Aeronca Champion, and not at all the type the Bleriot required.

After those tests, it was at once realized there was much room for improvement, so Mr. Green laid plans to procure a more suitable motor, and to design the type of wooden propeller the Bleriot should have. His assistant with the prop making was Gordon Fryer.

With the C.85 Continental, and the Lewis propeller, take-offs required runs of 180 feet, and the climb away from the ground was excellent. The top air speed will not cause a modern jet pilot to catch his breath—it was only 45 m.p.h.

Finally a C.65 Continental engine was obtained, and, fitted together with the wooden propeller, it was a combination which finally gave perfection.

The craft was weighed while the slightly lighter C.40 engine was in position, and the total was 554 lbs., just 49 lbs. more than the original Bleriot, with its three-cylinder 22 h.p. Anzanni engine.

The trim craft was first flown early in November, 1953, by Pilot Franz McTavish, after he had completed a number of test runs on the ground.

By his masterly handling of the slow-flying Bleriot, particularly on November 29, 1953, when the machine was flown publicly for the first time, he might just as well have been Louis Bleriot at the controls, so expertly did he handle the craft.

Several other pilots were allowed to fly it, and of course Mr. Green was one of them, for who else had earned such a right? His comments on its flying ability are worth repeating: "A delightful experience to sit at the controls, and be able to appreciate the thoughts and feelings which one had been the exclusive pleasure of the pioneers."

During first flight tests, the Bleriot was found to be somewhat tail-heavy, so a new and larger tail assembly was built, exact in detail to what was originally known as the military type.

All of the pilots who flew the monoplane considered the rudder control exceptionally light. It was found too, that, when in flight, the pilot's impression was that the Bleriot maintained its horizontal flying attitude all the time, whether it was climbing, cruising or gliding. It was a strange phenomenon for modern pilots to be faced with, as they were unused to the antics of pioneer craft.

The maximum altitude reached during any flight at the Calgary Municipal Airport was 1,100 feet above local ground level. That gave a total altitude 4,645 feet above sea level, and it still had plenty of climb under its wings, if more had been desired.

Stanley N. Green was the man with a dream. An instructor at Calgary's Institute of Technology and Art, he had his students build the pioneer monoplane.

History re-enacted. Edmonton Pilot Jean de la Bruyere with the Calgary Cuckoo and French admirers on the field near Calais, whence he took off to match Bleriot's original flight.



During the summer of 1954 circumstances arose which finally took the Bleriot across land and sea, to the very stamping ground of its illustrious ancestor.

A pilot from Edmonton, Jean de la Bruyere, partner in a contracting firm there, contacted Mr. Green, seeking to purchase the machine. Mr. de la Bruyere's mother was the daughter of the famous French pioneer airman, Louis Breguet, so it is easy to understand her son's ambition to ship the Bleriot to France, and fly the Channel in it on the 46th anniversary of Bleriot's famous crossing.

After considerable negotiation, a deal was finally made between Mr. McTavish and Mr. Green, with Mr. de la Bruyere, and the Bleriot changed hands. One condition was that Mr. de la Bruyere take on all liabilities which might be incurred by the machine, and another was that Mr. Green accompany him to France to assist in making the cross-channel hop a success.

When the Bleriot left Canada aboard ship in the late spring of 1955, it also left behind its Canadian identity. As it was departing from Canada, the Department of Transport withdrew its license. This made it imperative for Mr. de la Bruyere to apply

to the French Government for a similar license, but, much to his chagrin, it was refused.

In his predicament, he took matters in his own hands. Although the Bleriot was officially grounded, and the anniversary flight date had passed, he did not give up. He had the machine taken to a point near Calais, where it was fully rigged, and then, when government officials were off guard, he climbed aboard and set off for the English coast. Not having a license to fly it in England, he prudently circled over the white cliffs of Dover, and headed back the way he had come, to land once again on French soil.

His machine was at once impounded, and he was threatened with dire consequences. However, the French authorities decided to be lenient, and finally let him off with a caution not to fly it again.

By this time he was unable to finance the return of the Bleriot to Canada, and Mr. Green had washed his hands of the whole affair. The outcome was that the young Canadian from Edmonton donated the monoplane to the Paris Museum, and there it remains today. It was a great disappointment to its Calgary builders to have it left in France, but such circumstances could not have been foreseen.



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British civilian practice. He has attended several NATO medical meetings and visits France, Germany, Belgium, Holland, Denmark, Norway, Sweden, Italy, Portugal, Greece and Turkey in the course of his duties. He sits on the British Flying Personnel Research Committee as the Canadian member, and also on the NATO "Allied Group Aeronautical Research and Development Council," which meets in Paris and London.

The accounts section provides more for the welfare of CJS personnel than for liaison, and in this task it is regularly appreciated. Chief mark of distinction for the London Accounts Section is the great variety of monies it must be capable of handling or working in. It is a mark of Canada's expanding commitments in the North Atlantic Treaty world which makes them conversant with the value of currency such as Norwegian Kroner and Turkish Lirasi.

With the four agencies for Canada's defence working side by side in 66 Ennismore Gardens, the ideas of unification are put to a happy and successful test in everyday workings of the staff. Here tri-service co-operation is accepted working practice. Outside the office of the Chairman however, the day to day work of the Air Member's staff normally concerns RCAF matters. One section which is completely tri-service is the office of the Assistant Judge Advocate General. This office represents the Department of National Defence in all legal matters in connection with Canada's military forces in Europe.

Another mark of the great expansion in Canada's defence effort is the establishment of two officers working exclusively with the Military Agency for Standardization, the NATO board working on the vast job of establishing standards in everything from language to aircrew parts, airfield equipment and operational technique. A Wing Commander represents RCAF interests in this work and is held on the CJS establishment, although working at the MAS offices in Chelsea (London). Although efforts have been made to standardize the official names given to the Navy, Army and Air Force sections of CJS, the Navy continue to call their London 'ship' HMCS Niobe, and the Army refer to their organization as the Canadian Army Liaison Establishment (CALE), both carry-overs from earlier times.

CJS has been involved in the growth of the Canadian Air Division and it is inevitable that the RCAF in London should represent it in all business with the British Government and civilian offices. In fact, there is not one RCAF staff officer in London whose job has not been appreciably increased by developments of the Air Division.

Arrangements exist for practice flying by aircrew officers in a Dakota and Expeditor belonging to

when buses are hired for a day's outing on the most famous race course in the world. Attendance at the Derby became an institution with English people and it has grown to no less than this with the RCAF. Epsom offers an unrivalled carnival atmosphere and an exciting racing programme. By the end of the first race officers and NCO's and their wives are all covering 'sure things' like experts.

Another sporting occasion which is fast reaching classic proportion is the annual softball game between CJS Air Force officers and officers of the Royal Air Force Staff College. Since there are usually several Canadian and American officers on staff and course at the College, keen competition can be expected.

Perhaps the most popular recreation for RCAF personnel overseas is that provided from the opportunity to travel in foreign lands. Holiday time means travel primarily by car, across the face of Europe. Tales of adventures of such excursions will convince a great many people in Canada that the RCAF is really "going places." Attendant upon all this international touring is an added interest in language and the wealth of history and culture which Europe holds for all to explore. It means postcards, souvenirs and photographs that will help pass a quiet evening in Canada some day. Practically

(Continued on page 33)



BY the time this reaches the press many of our outdoor enthusiasts will be thrashing the water to a froth in various lakes and rivers in an effort to connect with the ever-elusive trout. The season for some species of trout opened on the 15th of April and by now a few lucky anglers will have had their first taste of this fine battler.

Although our country can boast of many types of fishing, few offer such sport as the trout when taken on light fly or spinning gear.

In April of 1957 the Fisheries Department of Manitoba opened a new trout hotspot for the local angler. Some 20 miles north-east of the city, and easily accessible by road, lies the Bird's Hill gravel pits. One of these pits was stocked some years ago and until '57 had been a very well-kept secret.

Spinning or fly outfits with worms seemed to be the most popular, but a lot of people missed the boat by putting too much weight on their lines. A very small hook and worm attached right to the line with NO weight was the answer. This combination, when cast out, settled naturally to the bottom and was often taken in by a hungry trout. Too much weight, however, made not only a loud splash when cast but also sank too fast and was much too noticeable.

Many limit catches were reported from here last year and hopes are high that history will repeat itself in 1958.

Manitoba is not particularly famous for its trout fishing, but there are several spots that are very good. Forbes, George, High and West Hawk lakes are some of these. They all lie to the east of Winnipeg and within the borders of the Whiteshell Forest Reserve.

The season for Rainbow trout opens two weeks after the rest of the trout family, May 1st being the date. For Northern Pike, Pickerel, Yellow Perch and Silver Bass the date is May 17th. For large and small mouth Bass July 1.

### ... with Joby

A good bet for Rainbows is Camp and Lyons Lake. Though small in size, both these lakes have given up many wonderful fish to a majority of bait. Both lie between West Hawk lake on the north and Falcon lake on the south. The best lure here seems to be worms trolled behind a spinner, small wobblers or flies. After the water warms up you have to go deep to tempt the big ones, but a couple of good fish can make up for a day of continuous fishing. Incidentally one point to watch when fishing either of these lakes, power boats are not allowed. So get out the oars or be prepared to do your casting from shore with waders.

Although there are more, our main fishing here in Manitoba is for four kinds of fish: the Northern Pike, Pickerel or Walleyed Pike, Perch and Bass, which is divided into three types, mainly Silver, Largemouth and Smallmouth.

I have found that generally when you find a lake that has pike you will also find pickerel and perch. One seems to thrive either on or with the other. We know for sure that the northern pike is a vicious attacker and will eat anything that he can get down—and that goes for a fish of up to 3 or 4 pounds in weight.

There are many good spots for the above types of fish in the province and most of them within at least a 200-mile radius. I will try and name a few of them for you.

First of all, to the north of Winnipeg we have Lockport which is a matter of 15 miles from the city. Supposedly, and I am inclined to take this with a grain of salt, there may be found at times at these locks all the species of fish that are to be found in Manitoba, except the very northernmost types.

The best bet for this deep and fast water is still fishing, with worms, crawfish or minnows. These may be purchased right at the locks and the fishing can be done right there, or you can move up the

river to the ... or to and had a good backwash to drop your offering in.

Another bet that is sorely neglected at Lockport is still fishing for Carp and Suckers. These are a coarse scavenger type of fish and have a sucking rather than a biting mouth. As a result a different technique has to be used to catch them.

Various baits are used, but they must be small and presented just right on a small hook. If, after sucking in the bait, the fish feels the hook before you have had a chance to set it, he will immediately spit it out. I found that soft bread makes a good bait. To use this, simply bite off a small piece and chew it until it gets moist enough so you can knead it into a ball about the size of a large pea. Impale this on a hook with merely the point through. Put on a light weight and let it down to the bottom, or very nearly so. When you feel the fish take the bait, wait for a moment or two before setting the hook.

It is very true that this type of fish does not put up a spectacular battle, but they can certainly make you sit up and take notice if taken on relatively light tackle. Incidentally, these fish very often run up as high as 25 pounds, so be prepared.

Other baits that may be used for this type of fishing are kernels of corn and, funny as it may seem, a single large pearl from an ordinary pearl necklace.

The Red river may be followed north from Lockport and all the way up to Lake Winnipeg. There is good fishing to be had all the way, and some very good silver bass fishing around Petersfield.

East of Winnipeg is the Whiteshell Forest Reserve. Here is a fisherman's heaven. The lakes, rivers and streams are practically endless in this region, and I will mention only a few that can be relied upon to produce good sport.

The full length of the Winnipeg river offers all types of fish, with some fine fishing to be had for pike and pickerel around McArthur Falls, at Lac du Bonnet, and also up at Pine Falls.

For anyone that likes pickerel fishing at its best, try White lake. They are plentiful and will hit

almost anything offered either by casting, spinning or trolling. Brereton, Jessica, Falcon and Shoal are a few more that are good producers.

Shoal lake is very good and here one can catch pickerel, pike, perch and large or small mouth bass. The only drawback to this lake is that it must be reached by rail and usually on week-ends only. There is no daily run into this spot and a special train is put on to take a whole club or group in at one time. Tickets for this outing may be purchased from clubs participating, or from some of the larger tackle shops.

Southwest of Winnipeg one can give Pelican, Rock and Killarney Lakes a try. These all have good fishing, with Pelican topping the list. Excellent pike and pickerel have been taken out of this lake the last couple of years. There is a weekly fish derby run there, and it is usually won by a fish weighing better than 10 pounds.

West we have the Whitemud river at Westbourne. From the village of Westbourne to Lake Manitoba is good pickerel fishing if hit at the right time of the year, usually shortly after the season opens.

Further west we have Oak lake and to the north Sandy lake and others around and in the Riding Mountain National Park. Further north, of course, we have the best fishing in the province: The Pas and Flin Flon areas. For anyone that can take a few days off and journey up to this paradise, I can guarantee you will get the thrill of your life while fishing there. The fish are plentiful, large and full of fight.

I hope this information will be of some use to you this summer when you pack the family into the old jalopy and hit out for your favourite lake or stream where you hope that really big one is waiting. Don't worry, he's still there. The other chaps couldn't catch him either!

Above all, remember there is a long and glorious summer ahead of us, and with fishing as with everything else it can be one to remember with joy or one to remember with sorrow.

Best safety wise when around water. It can be a wonderful friend and supply us with days of unforgettable pleasures, or it can be an enemy and make





Pamela Keenan places a new target on the target carrier.



by DON HALL

Photos—LAC Spearing

fun and pleasure of sport with firearms. Guest speakers of the best in the field are periodically called upon to address the group.

It has been recognized by parents from time since guns were invented that every boy, and many girls too, loves to handle and shoot a gun. Is it not unfortunate that so little interest is shown in teaching our juniors the fundamentals of rifle practices? The thrill and satisfaction of shooting a rifle and knowing that it is being handled properly and safely is a fine experience for a lad to enjoy, one that could have very beneficial lasting effects throughout the years.

Have you ever realized the work, skill, and sheer determination written in plain language across the face of a target? As the scores get higher and competition becomes more demanding of the individual do you realize the precision of coordination and individual self control combined with a degree of mechanical know how to record consistent scores?

Does this training not have far reaching effects and influence on daily living. Industry has proved that it reduces errors in work—how, note that each shot is recorded and each poor shot is an error that the shooter is trying to overcome.

In relative scales of importance in numbers of participants may it be brought to your attention that the number of sportsmen who bear firearms and participate in hunting or shooting is many times those participating in any other sport. Would you not prefer to be hunting with someone who had the benefit of junior rifle training?



Scenic perspective of the Rifle Range



F.S. McIntosh gauging a close shot

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## The Contiguous Air Space Zone in International Law

Modern science, in linking the countries of the world closely together in terms of travel miles, has brought to present-day governments new problems in international law. Now not only is there much controversy on the question of territorial waters, but control of the air, too, has become a major problem.

Canada, well to the forefront in aviation matters, has lately discussed the problem fully in a small but comprehensive publication, "The Contiguous Air Space Zone in International Law."

Written by an expert, Squadron Leader John Taylor Murchison of the RCAF, issued by the Department of National Defence, and obtainable from the Queen's Printer, this is a volume which should be in every legal and aviation library.

It presents with clarity understandable to the merest layman the case of Canada and the United States in support of the security rules which the neighbour countries have formulated concerning the identification and control of aircraft approaching their coasts, or certain fixed zones contiguous to those coasts, whereby the two nations assert jurisdiction solely for that limited purpose of maintaining safety.

The issue involved, the author of "The Contiguous Air Space Zone" points out with emphasis, is one as

to whether states have the right to legislate unilaterally—thus acquiring jurisdiction, in international law, in the flight space over the high seas adjacent to their coasts for security and defence purposes. Are the United States and Canada in conflict with international law in making such rules for their own protection? In fact, has any state whose borders adjoin the high seas such rights? These are questions of paramount importance to a world becoming steadily more air-minded.

This thoughtful, carefully considered treatise—while expressing the views of the writer alone—endeavours to prove that the rules of Canada and the United States are not in conflict with international law, and that such rules are legal, as they also would be for any other state similarly situated.

"The Contiguous Air Space Zone in International Law," obtainable from the Queen's Printer, is well worth the close study of the thoughtful lawyer and the keen student of the future of aviation. Indeed, it may well serve as a future basis for international argument on a problem of which as yet world courts have only heard the beginning, and which promises to be increasingly vital as control of the air continues to increase in national and international importance.



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## VOXAIR VIXEN

**KAZAN DISCOVERY** — Screen newcomer Lee Remick, Boston-born actress of stage and airways, film debuts as the gal who marries and loses Andy Griffith in Elia Kazan's "A Face in the Crowd," for Warner Bros. Griffith and Patricia Neal co-star in the modern-day drama of a hillbilly folk-singer who rockets to fame and fortune as an entertainer.

—Warner Bros. Photo

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LAW GERALDINE (GERRY) BAKER

If you ask LAW Geraldine (Gerry) Baker where she is from, she will reply "When?" A truly international personality, Gerry was born in Sussex, England, 21 years ago, and since that time has been on the move. She received her education in 14 different schools in five countries while travelling with her parents. Her father, who is now in the Civil Service, and formerly in the RAF, had many postings, including England, Ireland, Scotland, Singapore and Malaya, as well as others beyond the memory of a 21-year-old girl. She has also visited such places as Colombo, Aden and Gibraltar.

Because of her travels Gerry has a distinct accent or lack of it. When commenting on this, she said she sometimes couldn't understand what she was saying herself.

LAW Baker joined the RCAF at CJS in London, England, in July, 1956, and came to Canada to train at St. John's and Aylmer before coming to Winnipeg last April.

A typist in Maintenance OR in No. 16 Hangar, LAW Baker is probably better known around the Station for her performance in "Detective Story" and "The Curious Savage," presented by the Station Drama Club and to her fellow-airwomen as the UMC.

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## PERSONALITIES

Gerry says she was always too quiet and shy to attract attention or make any headlines; however, she does admit causing classes to be cancelled for a day by setting off firecrackers in the school. She received two days' detention for her efforts.

When she was 18 Gerry won the Girls' 50-Mile Cycle Race in the Midlands. She still takes an active interest in cycling, and brought her racing bike to Canada. Besides acting and cycling she has a varied list of hobbies and sports, including Music (piano), Tennis, Field Hockey, Swimming and, since coming to Canada, Skating and Skiing. Gerry is also a language student, presently "engaged" in learning German, possibly because her fiancé is from Germany, now living in Winnipeg. He (Hans Stieda) acted as a stage hand for "Detective Story" mainly to keep an eye on Gerry (she says).

Gerry likes Canada and plans to remain here, except for taking her leave in Leicestershire, England, this summer. For the future Gerry plans to continue working with the Drama Club. Her life ambition is, strange as it may seem, to "See the World." What better aim for a girl who has lived in and travelled over half the globe.

S/L I. D. TENOVE



S/L Tenove, OC of Basic School at 2 AOS, Winnipeg, was born at Claresholm, Alberta, on February 10th, 1923. He attended public school at Vancouver and Edmonton and completed high school at Rimbey, Alberta.

His enlistment on the 10th of July, 1941 was the beginning of a varied and interesting career in the RCAF. He began training at Calgary and Lethbridge, graduating in February, 1942, as a Sergeant. He then moved to the OTU at Debert, N.S., on completion of the course there and joined an all-RAF Ferry Command crew at Dorval. His crew delivered a Ventura to the United Kingdom in September 1942. S/L Tenove was then posted to his OTU at Limavady, Northern Ireland in early 1943, and took part in ferrying a Wellington to Cairo. He attended 5 METS (Middle East Torpedo School) at Shalufa, on the Suez Canal, and then joined 38 Squadron (RAF) at Bengazi, which was then a Wellington torpedo squadron. This tour of operations lasted from June 1943 until January 1944 when S/L Tenove entered TTOTU at RAF Stn. Quastina, Palestine for one year, returning to Canada in February, 1945. On completion of a course at 1 SFC (School of Flying Control) at

Patricia Bay he spent one-and-a-half years at Edmonton and Fort St. John, B.C. In May, 1946 he left the air force, spent two years in a business partnership with his brother, and was later employed by the Hudson Bay Company in Edmonton. He then rejoined the RCAF in August 1948. Until 1954 he was attached to 418 Auxiliary Squadron and Tactical Air Command C&R at Edmonton. He then joined Training Command at RCAF Station Clinton for six months, moving to Winnipeg when AROS

was established here in September, 1954.

S/L Tenove and Mrs. Tenove were married in 1946 and have two children, Richard (Ten-and-a-half) and Patricia (seven). His main interests in sports are water skiing, boating and fishing. During the winter months he does amateur carpentering and coaches an atom league hockey club in River Heights. He is also active as Honorary PMC of the Aircrew Trainees' Mess.

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# Test Flight

by MAURICE HARVEY



F/L F. S. Smith, the OC of Test Flight.

Photos by Don Askett

Boss man of the Test Flyers is F/L F. S. Smith, DFC. Eighteen years in the RCAF, he served during the war with 168 Squadron, RAF, and later with 408 Squadron, RCAF. He was awarded the DFC while flying with the RAF. F/L Smith is responsible to the OC, Maintenance, and to the OC, Flying. His responsibilities include not only test flights but the ferrying of AOS aircraft where necessary.

Other test pilots are: F/O R. B. Knowles who, with four years in Test Flight, is Senior Pilot; F/O G. L. Howarth, formerly of ADC; F/O H. A. J. Pickard, of Howarth, formerly of ADC; F/O Haj. Pickard, of Grand Falls, N.B.; F/O G. E. Jacobsen, of Lacombe, Alta.; and F/O J. R. Lundberg. All have checked out on at least two of the aircraft types, Expedito, Mitchell and Dak, flown by AOS.

F/O Lundberg has checked out in all these types, as well as on T-33's. F/O Lundberg is, incidentally, a qualified flying instructor. Total, six. Between them, these pilots carry out one air test for every hundred flying hours of aircraft on Station Winnipeg; approximately 1,200 test flights per year.

There is another angle to Test Flight's duties. We have mentioned major component-changes, aero-engines and the like. However, there are certain components, not large in size but critically important: the Navigational instruments, whose accurate operation is essential to safety in flight. The checking of these is as important as any other Test Flight duty. The phase is performed by F/O B. G. King, a Montrealer, and a veteran of four years of Arctic Flying with 408 Squadron. He is assisted in these duties by Cpl. D. Askett, Instrument Technician, and the only airman in Test Flight. Cpl. Askett is responsible for technical liaison and for the correction of magnetic compass systems.

Small in personnel strength but long on meticulous efficiency, Test Flight's efficient operation is largely responsible for the safe and efficient flying record compiled by the unit. They are easy people to do business with—with one exception—don't try to sell them a troublesome used car. These boys have a sharp eye for a lemon!

MANY years of lurid fiction and non-fiction have given birth to certain popular misconceptions about Test Flying. Ask the average layman—or even airman—what Test Flying is, and you will probably learn that it is a romantic and dare-devil operation filled with attempts to crack Sound Barriers and Thermal Thickets, and punctuated by hair-raising gambles on untried aircraft. Of course, these elements do exist in certain phases of Test Flying, but mostly it is routine. Earnest, painstaking, cold-

blooded routine. And every bit as important as the Sound-barrier business, too.

A good example of the routine, round-the-clock, hard-working variety of Test Flight is Test Flight, RCAF Station Winnipeg. Operating with little fuss or fanfare but with day-in, day-out efficiency, its small, highly trained staff perform their important duties with the precise, realistic approach of professors.

The duties of Test Flight begin where those of Servicing Squadron or the Maintenance Section leave off. When an unserviceability is detected by someone, and after it has been entered in the log of the ailing aircraft, Servicing and Maintenance go into action. They repair or replace the faulty components, whether they be flying control surfaces, aero-engines or small instruments. The part has been repaired and replaced, but the aircraft is not shoved back into normal use. First, the effectiveness of the remedy must be proved. This is where Test Flight comes in. When the fully cured Dak, Mitchell or Expedito arrives at Test Flight a carefully thought-out sequence of inspection is begun. First the aircraft's log-book of Unserviceabilities (L14) is checked. The aircraft is given a visual check, which simply means a process of walking around the monster, poking and prodding, much in the fashion of a suspicious customer at a used-car lot. She looks okay—but . . . Of course, in this case, the poking and prodding is educated. Test Flight's pilots are a suspicious bunch and have a hawk's eye for detail.

Next comes the engine run-up on the ground, during which instruments are checked to ensure the proper operation of the engines. The pay-off, the Air Test, comes now. Working from a long check-off list, every aircraft component is checked in flight and the readings carefully analyzed and recorded. The aircraft lands. Once again, the process of walk around and prod. If the Test Pilot is satisfied, and he is a hard man to satisfy, the aircraft is certified airworthy and ready to go. If he is not satisfied, it's back to the Hospital for the patient.

F/O R. B. Knowles and F/O J. R. Lundberg, signing out the L14 Maintenance Form.



F/O G. L. Howarth, formerly of ADC, relaxes in the Test Flight ready room between tests.



F/O G. E. Jacobsen, "a hawk's eye for detail".





# THINGS TECHNICAL

By BILL BAMBRICK

## THE ADVENT OF THE JET TRAINER

On the 14th of March seventeen young USAF student pilots received their wings to become the first jet flying class of its kind in the primary phase of pilot training. This experimental class proved that the transitioning of student pilots into jet aircraft during the initial phase of flying training is entirely successful.

The class, code named "Project Palm," was conducted at the Southern Airways' civilian flying school at Rainbridge, Georgia. The school began receiving the new Cessna T-37 jet trainers in May, 1957, and the flying training was in full swing by July.

Featuring side-by-side seating, the T-37 makes possible for the first time visual as well as oral instruction in flight. Rated in the 400 mph class, the trainer is powered by two J-69 turbo-jet engines, assuring dependability and safety. Power steering for the nose wheel, plus individually controlled brakes, makes ground handling easy.

### CANADAIR ORDERS J-83 ENGINES FOR JET TRAINER

Canada's jet trainer program took another step forward recently as Canadair announced placement of an order for Fairchild's new lightweight J-83 turbojet engines to power the prototypes of its basic jet trainer, the CL-28. (See VOX-AIR — December, for details.)

Delivery of the J-83's is scheduled to permit flight-testing of the "Canadair Trainer" by spring of 1959.

First students to ever use a jet in primary training graduated at Bainbridge Air Base, March 14, after 150 hours in the Cessna T-37 twin-jet trainer. The speedy jet, which is clocked in the 400 mph class, was specially designed as a primary trainer and is particularly noted for its side-by-side seating arrangement.



The Fairchild engine, which measures approximately 67.5 in. long and 18 in. in diameter, is in its final development stages. The Canadair Trainer is a two-place, side-by-side, single engine airplane, with a gross weight of 6,250 pounds. With a wingspan of 36'4", it has an overall length of 31'11" and stands 9'6" high. The CL-28's top speed is 400 knots, while its service ceiling is over 40,000 feet and maximum range is 800 nautical miles.

The airplane, designed as a basic trainer, will make it possible for Canadian pilots to take their entire flight instruction in modern jet aircraft, from initial to advanced stages.

### A HOT ONE!

In the more advanced pilot training stages we have news of another newcomer to the jet trainer class of aircraft. In the accompanying photograph the first fuselage section of the USAF's new T-38 supersonic jet trainer is being rolled out from Northrop's Hangar, underlining its advanced stage of development. The T-38 is being produced in prototype for flight testing late this year.

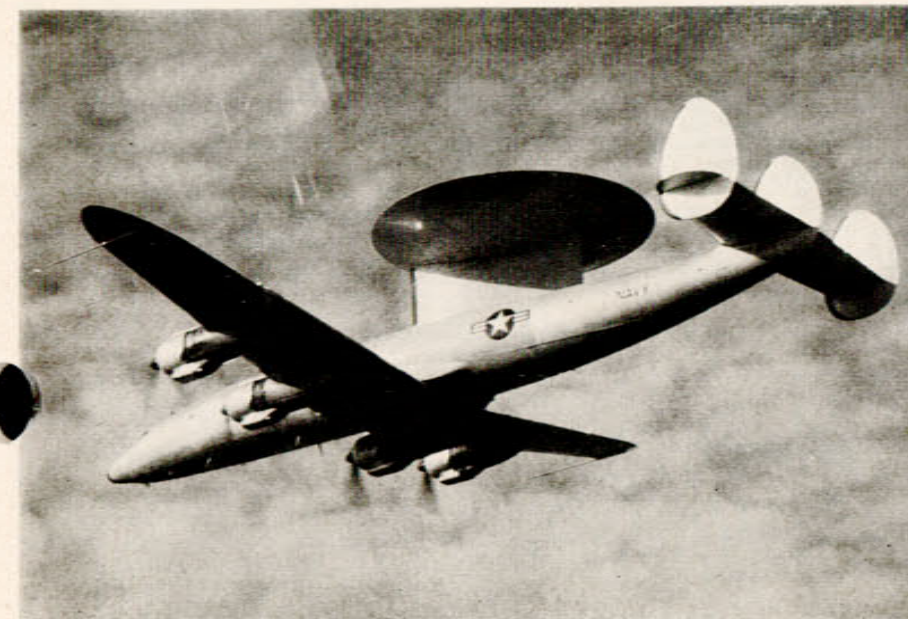
This fuselage was first subjected to rigid instrument checks and then sent to Edwards Air Force Base (SAC) for rocket sled testing. The results of these tests are, of course, top secret, but it would appear that they were successful.



Roll-out of the first fuselage section of Northrop's advanced T-38 supersonic trainer heralds a new era in pilot training.

### JEEPERS, WHAT PEEPERS!

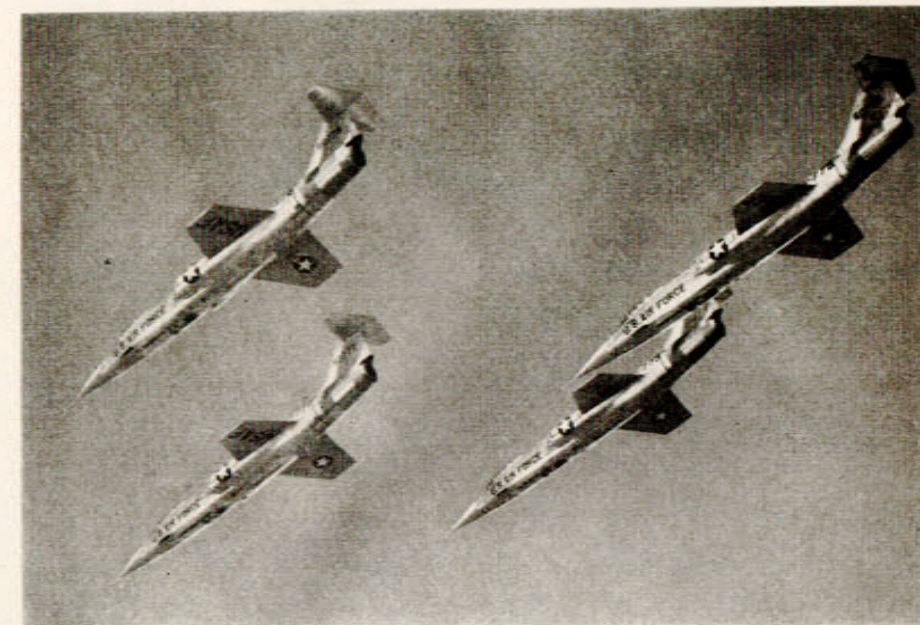
Strangest and farthest-looking shape in the sky, U.S. Navy "flying saucer" radar research airplane is shown in flight from South Weymouth Naval Air Station, Mass., in a program aimed at sharp advancement in airborne early warning capabilities. First close-up inspection of the new Lockheed-built sentry plane came today as a part of its initial East Coast appearance. It carries the most effective known airborne radar equipment. Looking like a flying saucer riding piggy-



### TOP HAND

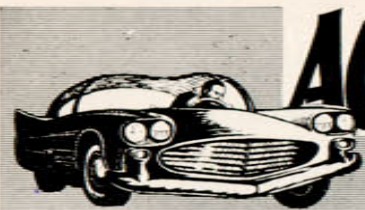
In their first formation aerial photograph, four king-of-the-sky F-104A Starfighters show their fighting form on duty with the 83rd Fighter-Interceptor Squadron at Hamilton Air Force Base, Calif. Described by USAF officials as "capable of over-flying any known bomber" and "the first operational jet fighter easily capable of flying at twice the speed of sound," the Starfighter is powered by the

General Electric J-79 turbojet engine. Able to climb from the ground to strato-spheric heights in less time than it takes to smoke one-seventh of a cigarette, the Starfighters are set to carry Sidewinder air-to-air guided missiles on their wingtips. In quantity production at Lockheed Aircraft Corporation's California Division plants are the single seat F-104A and two-seat version designated the F-104B.



back on an airplane, the big radome houses antenna for a super-vision electronic eye able to do the work of dozens of ground radar stations. This is newest addition to Lockheed family of aerial picket planes. Operational sisterships are now flying extended Navy and Air Force missions spanning all the way from mid-Pacific and mid-Atlantic to the shadow of the Arctic Circle. Naval Air Development Unit at South Weymouth will conduct a six-months flight program for engineering and scientific evaluation of new equipment inside the futuristic looking airplane.





# AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

## FOREIGN CARS



The 1958 Russian Volga is vaguely reminiscent of the Hudson Jet.

### 1958 RUSSIA VOLGA

The new Volga, vaguely reminiscent of the Hudson Jet, is to replace the Poobeda. The car is a straightforward tough four-door sedan, powered by a square four-cylinder engine, developing 80 bhp. Despite rumours that there would be a hydro-converter transmission, this car has come out with a standard three-speed shift. Innovations include a setting on the carburettor, which enables Ivan to cater to the great differences in gas that exist in Russia. Also a metal radiator shutter

### FIRST BRITISHER WITH FINS!

The saying that "what America designs this year, Britain adopts in two years," seems to be borne out in the latest Sunbeam Rapier, Mark II. Albeit, they are rather timid affairs. To attempt a more-complete breakway form the accusation that this car is merely a deluxe Hillman, Rootes have reinstalled the old Sunbeam radiator in shortened form. Incidentally, I wonder if the 1959 Hillmans will have similar fins!! Jokes apart, useful changes have been made to this model, so that it now merits the word, four-seater sports sedan.

The Sunbeam Rapier Mark II, first British car to feature tail fins.



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is standard, as is a drum-mounted handbrake on the transmission. To drive, the Volga is reputedly pleasant, excepting an annoying carb' flat spot, very heavy steering, and poor brakes. Heater and defroster are excellent—designed, no doubt, with the Siberian salt mines in mind! Upholstery is in a bright cloth, and the instrument layout is Ford. Finally, in addition to two well-filled tool rolls, there are two wooden blocks to act as stops for changing wheels!

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### FORD'S NEW BIRD

Have a look at the latest Thunderbird when you next pass your Ford showroom; it is a car that embodies some interesting and relatively new ideas. The earlier "Birds" sold a total of 53,000 during their three years of production. Ford felt the main drawback to larger sales was the limited appeal of two seats; thus we now have four. It is still no nearer a sports car than its elder brother, despite Ferrari looks, but resembles a miniature Continental. Here, for a change, is a car from Detroit that we can truthfully say is beautifully styled, if a trifle gaudy. I won't comment on those rear lights as that would spoil this pleasant picture.

Among the interesting technical features included is a genuine body made by unit construction. Layout and bracing of this body is similar to the larger Lincoln, as is the suspension with coils all-around. The beefy, rigid suspension used should hold the rear end in place on corners, though roll will be as bad as the rest of our domestic sedans. The big improvement lies in the brake field. Here, Ford have inserted ceramic-metallic friction material between conventional asbestos lining on the rest of the shoe. This will greatly cut fade-proved in all road reports so far.

Engine-wise, Ford's new 352 cu. in. is rated with a rating of 300 bhp at 4,600 rpm. The standard transmission is the Ford 3-speed torque converter; stick shift and three speed box with overdrive is optional. Performance is no better than the good family sedan—don't believe those reports of 125 mph!

### AMERICAN SMALL CARS?

Senator Prescott Bush has come out with a loud call for Detroit to get into the small car production field before it is too late. The Senator, who has just completed a tour of Europe, has come to the conclusion that American passenger cars are all wrong. They're too big for present garages, they use up an excessive amount of 'strategic materials,' and the rising sales of imported small cars threatens the auto industry with widespread unemployment . . . so he says. He predicts that foreign car imports will hit a million-a-year rate by 1962! It appears that the

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## DOMESTIC CARS

Senator will get his wish, for, as we mentioned in the last issue, at least three of Detroit's manufacturers are planning all-new small cars by 1959. Sales of the American Motors' 'Rambler American' are being closely watched as a key. Currently, production is down 22% from last year; and in Canada, Chrysler is down 54%, with Studebaker a close second at 49%. This may back up my statement six months ago that 1958 is the last year for Studebaker, which will be a pity.

### WHAT'S THE CAUSE OF THE CAR SLUMP?

To my mind there are at least three main factors to be considered. From these three it is possible to get a variety of answers, depending on the weight factor you give each. Firstly, we have over-produced. Secondly, the uncertainty of the present economic outlook, combined with less spare money, has decided many buyers to put off that new car for a year. Thirdly, but not least, is the contention that our present domestic cars are too expensive, too powerful, and too big and unwieldy; as a result, the public won't buy.

To begin with there is no doubt that we have reached the saturation rate for car production at between 5-6 million a year. The industry has to face that fact. But currently we are only producing at 4.5 million a year. Why? The difference between these two figures is not accounted for by the word 'over-production.'

A car is a reasonably durable piece of goods, where the purchase of a replacement can quite easily be put off for six months or a year without hurting the individual. It is possible, therefore, that the economic outlook has forced many buyers to hold off at present. Personally, I feel that these two reasons only account for around 50% of the reduction now with us.

There is supposed to be an old truth in business that you always give the public what it wants, irregardless of what you, the manufacturer, feel that he should have. We see this principle used everyday in our mass advertising mediums of the radio, press, and TV; it even can be applied to education. Such a system caters to blatant superficiality, and mediocrity. In other words, our system allows the amateur's trivial whim to dictate what we shall

have by telling us that we all want it. Our system may thus cater to the mediocre, but it is my belief that the people of North America themselves are anything but mediocre. And, as such I see part of the car slump caused by a mass reaction of the public to being led like sheep. Nothing much else can explain the dual occurrence of the great increase in purchases of small foreign imports, combined with the decrease in domestic car buying. Many of these imports are not impressive cars, but just basic transportation, and are bought as such.

Detroit evidently now releases this fact and is attempting to solve the problem. Whether or not this will give us what we need is another matter. Aside from the presently produced large, flamboyant, yet comfortable and reliable car, we need a machine that is more down to earth—but *just as comfortable and reliable!* How often do you carry seven people? Or use that twenty-five cubic feet of trunk space? Do you want all that chrome and power? How often do you cruise at 90? Is it necessary for your wife to take two tons of car down to the shopping centre to get a dozen eggs?

What we need is a well-designed five-seater, capable of cruising at 70, and a top of around 90; powered by a 120 horse six, or small eight. Wheelbase around 100 inches, and weighing a maximum of 3000 pounds. Fuel consumption should be close to 30 mpg. Top it off by giving us body designs that are both functional as well as beautiful. Why can't we have cars as good looking as some of the French and Italian designs? Haven't we the brains? The answer is *nonsense*; of course we can, if the designer is given his head for a change. The result would be an extremely attractive package that could sell for \$2,500 complete.

Will we get it? Your guess is as good as mine. To begin with, I doubt that we shall see as radical a change as is proposed herein in the first Detroit small cars. But it is likely to come later, if and when, the public take to this new concept. Detroit is terrified of great changes, for non-acceptance can spell financial ruin, no matter how good the design. Continued acceptance of radical foreign cars will spur this change, to the good of all concerned. You never know, the day may come when you can again count on car depreciation of only \$400 a year!

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LAC Spearing

### RCAF BUFFALOES WIN HOCKEY CHAMPIONSHIP

Winnipeg downed RCAF Station Aylmer 12-8 in a two-game total series at the Winnipeg Arena on 28 and 29 March, '58. In the first game Winnipeg was on the short end of a 4-2 score, as Aylmer played a stronger game and showed more finish around the net. In the second game, Aylmer was held to 4 goals as Winnipeg players banged in a total of 10. Winnipeg played a much better game on Saturday, as they regained the form and drive displayed in earlier games.

Interest in this series had been building up ever since the Buffaloes won the 14 Training Group Championship on 1 March, '58. The many fans on hand for the games were not disappointed as both teams went all out from the opening face-off till the final bell.

Air Commodore H. H. C. Rutledge officiated at the opening face-off and also presented the Training Command Trophy to the Winnipeg captain, F/O Jack Lynch.

Roy, for Winnipeg, was the top scorer of the series, getting one goal in the first game and three goals as well as three assists in the second. Bowman, for Aylmer, was their big scorer with four goals. Weir scored three, and Johnson and Ledoux each scored twice, with Tucker get-

ting one. Ledoux, King and Smith were each credited with two assists, while Minty, Campbell and Mayer had one each. Garand, for Aylmer, scored twice and had two assists; Comrie and Boucher each tallied a goal, with Oliver and Boucher getting three and one in the assist column.

F/O Vic Bantle, in the Buffaloes' nets, played two outstanding games, as time after time he stopped what looked like sure goals. FS Shristie, Aylmer goal-tender, also played a fine series.



Champs! The RCAF Winnipeg Buffaloes

LAC Spearing

In presenting the championship trophy, Air Commodore Rutledge commented on this being the first time a Western Station has captured the Training Command title.

present the West by defeating RCAF Station Penhold.

The congratulations of Station Winnipeg, as well as all of 14 Training Group, go to the players and

A/C H. H. C. Rutledge presents the SP Training Command Hockey Championship Trophy to F/O Jack Lynch following the game on the 29th of March at the Winnipeg Arena.

ACTION SHOT IN BASKETBALL AT STN. WINNIPEG. RCAF Stn. Winnipeg vs. Viscount (Fort Garry Senior High School team) LAW Shortie Adamson is taking the jump ball for RCAF. Final score in this game was 39-13 for RCAF.



D. Askett



officials of the Buffaloes. Somewhat lost in the reports of high scorers and outstanding plays has been the outstanding work of the team's coach, W/C H. C. Vinnicombe, and manager, FS G. R. Buchanan—to them goes a special salute for a job well done. Trainer and equipment managers also are to be praised—Sgt. Molteni for his repairs to the players and Cpl. Alexander for the care and handling of equipment.

#### LADIES' BASKETBALL TOURNAMENT

RCAF Airwomen outshot all opponents on a March weekend to win a three-team basketball tourney at the Recreation Centre. The Manitoba Teachers' College Girls lost the opening game 23—13, as Wahl netted 11 points and Shorty Adamson scored 7 points. Hazel Martin picked up the other 5 in this game. In the final game, the U. of M. Bisonettes were beaten in the closing minutes as Maida Lent scored to give herself a total of 8 points for the game. Final score was 18—17 for the RCAF. Wahl had 5 and Alice Dumka and Shorty Adamson

shared the remaining 5 points. The Bisonettes trounced the Teachers 26—6.

Jane Evans, of the U. of M., pre-

sented a suitable trophy to the winners. It is planned to have this trophy put up for annual competition among these three teams.



D. Askett

**AIRWOMEN'S BASKETBALL TEAM, RCAF STN. WINNIPEG**  
Back row, from left to right—LAC Cook (coach), LAW Shortie Adamson, LAW Jean Arnett, F/O Nora Barker, LAW Marg Wehl, LAC Yogi Muise (coach). Front row (kneeling) from left to right—Alice Dumka, Hazel Martin, LAW Ann Jones, LAW Maida Lent. The girls are doing very well this year in exhibition games. They are not in a league.

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#### LIGHT TOUCHES

At a recent Sergeants' Mess formal dinner, the Senior Warrant Officer proceeded to introduce the Commanding Officer. In line with the occasion, the WO announced "Our CO has had a very colourful career; I would now like to run down that career for you." He then outlined the details of the CO's interesting and adventurous career.

Upon completion of the introduction, the CO said: "WO—you have just reminded me of a humorous incident from Greek mythology. There once was a Greek god capable of endowing miraculous powers to anyone, depending where the god touched the individual. In one case he touched a man on the head and the man immediately became a great thinker; another, he touched on the bicep and the man immediately inherited superhuman strength.

"In your case, WO—the place where the Greek god might have touched you would have given you the qualities of a superb chairman."

#### CJS LONDON

(Continued from page 11)

everyone who serves in Europe must become in some degree a photographer, which in itself provides a healthy hobby. At CJS London a cine camera club was formed to cater to the growing numbers of personnel who record on cine film the sights and scenes which come their way.

On a liaison staff such as CJS London, it is inevitable that considerable entertaining will be done. RCAF social events have included a Mess Dinner on the 1st April every year to celebrate the Anniversary of the RCAF. The dinner is held in the RAF Club in Piccadilly, with senior RAF officers from the Air Council, Air Ministry, and RAF

Commands, as guests. Service in the United Kingdom often brings with it a chance to attend one of the Royal Garden Parties at Buckingham Palace during the summer months, and in some cases, presentation to Her Majesty the Queen.

Most Canadians in London readily learn to appreciate the remarkable facilities which exist for the theatre and concert-goer. London reigns supreme as the theatre city of the world, where some of the finest stage presentations may be enjoyed at reasonable prices. Symphony, opera and ballet are here too, in quality and quantity surpassing any other city, nor should that greatly admired British institution, the Pub be forgotten

(as it seldom is by Canadians in this country).

Living accommodation in England can vary tremendously; however, it is generally the case that the quarters obtained are without central heating, or if central heating is installed, it provides only luke-warm attack against the cold of winter. Most RCAF personnel initially find it a problem to keep adequately warm (by Canadian standards), however, by the second winter a remarkable degree of tolerance to chilly breezes usually develops. RCAF wives have proved themselves remarkably flexible and adept at making the best of any situation and certainly the initial problems of setting up a home in the United Kingdom would be im-

(Continued on Page 39)

#### MESSAGE FORM

FILE 27

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#### COMMANDS

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RCAF has ordered fast Canadair "540" turbo-prop medium range transports for ATC. New aircraft embraces use of Convair "440" airframe design with Napier "Eland-6" engines. "540" cruises at 325 mph with rate of climb 1200 fpm. Range up to 1500 miles. 13,800 lbs. payload. First delivery July, 1959.

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## SECTION NEWS

### APPLIED RADIO

Hello to all of the rest of the world from the Empire of Radio. As usual, this is "Your Old Philosopher" visiting you for the second time this year, and no doubt bringing you varying degrees of repulsion or otherwise. Yes, truly 'tis me, and I must say it's been a hectic two months in our small but energetic world of Nucleonics (or is it histrionics?) Ennyhoo! things have really roared into elliptical orbit since I last burned the pages of this publication.

First of all, we finally moved to the new site. This is indeed a noteworthy achievement, and doubtless many a sigh of relief has issued forth from the souls of those who worked hard and long to arrange the details of the operation. More room and better facilities should make our days happy indeed. Just think, no more Power failure and Mallory kicking, no more Thermal disruption of our work, no more running four miles in one minute to get lunch. Bannister thinks he's fast—you should see yours truly with my compatriots doing a Four Mile Minute to get to the mess for lunch in time to do the same trip in reverse and still be there in time to impart the knowledge to eagerly sleeping cadets. Truly an inspiring sight, but no more—gone are the days, and so back to the liesurely stroll for the pre-pre-prandial, the quiet repast, the post-prandial, and on to our labours.

The news in the section has been scarce to tell the truth, and the pen searches in vain to find gainful employment, but perhaps there is something of interest—so—let me see. —

**MOVEMENTS:** Ah, so — four new SORI graduates have arrived in the school, and are named as follows: F/L Jim Pulfer, (Al's brother), F/O Hache, F/O Boyd, and F/O Tieman. Welcome to the school, and may your stay be a happy one. Hope you have much success in trying to inject the vital knowledge of radio to the aspiring and sometimes successful "Men with a Purpose."

Speaking of those Pulfer fellas, it is somewhat unique that they are here together, they were also both on 412 Sqdn. at the same time. Their home town is the thriving metro-polis of Beausejour in the cardioid region of Manitoba.

Welcome too to one F/L Willie Kendall. Bill will be in the flying section for a while. Since Bill is noted for his wit and fresh outlook on the problem of living, I'm sure that Basic's loss is our gain. By the way, for anyone who has been in Retreat for the past year and haven't heard, Bill is from the "RAW"—What ho! Yonder is the Guinness, young Will!

**"JOKE"** — (With apologies to the French) How do you say "Three drowned cats" in French? "Un, Deux, Trois, Quatre, Cinq."

This is, as you can readily tell, the last time old Waldo will be writing for Applied Radio. It is mainly because of the lousy joke I just told, and also because from 1 Apr. 58 I shall be known as second cog from the left in the Training Aids section. I leave App/Rad with a fond feeling that "Somebody Up There Likes Me," and with the hope that I really didn't louse up the works that badly. Wonder if I forgot to turn off the Mallories or something? Maybe I didn't check the amendment on the flying program. Seriously, I'm sorry to leave and also glad of the change; life would get stale if a man couldn't look forward to a change occasionally. Drop up and see me sometime.

The gas burner business here is something to behold. It must be spring, all sorts of strange Mobile Mortgages are appearing on the roads, manned by the chaps in the section. Everything from Boulets Parisienne (in taxi trials at the moment), to Duke's Mechanized Bomb. Speaking of cars, does anyone know how to get more than 10mpg out of an unsupercharged garden variety Custom 300? Maybe I should stop the engine overnight.

But then my radiator would freeze. Beats me, Lieutenant! Oh yes — have you checked in at the AFP's with your new licence number yet? Better do it now, it would be a shame to walk to work.

One of my ex-407 friends was in town the other day on his way home from a grand tour of Vegas and Reno, etc. Says it's far cheaper than people think, and really a perfect winter trip.

Well, that's it from old Waldo this trip. It's been fun talking to you and remember—"Defence de Cracher" or "Go through the fence, it's cheaper."

QSY Training Aids ZKJ2

"WALDO"

### "THE CROWBAR HOTEL"

Here we are, back on the 'beat' once more with the bits and pieces of the past month or so.

Once more safely ensconced behind his desk at the guard house is Sgt. 'Mac' McCABE who, after two weeks leave following his four weeks refresher course at Aylmer, was back on the job again on 13th March 1958. He apparently spent much time at the 'good book' for he finished first on the course with a commendable 81%.

The writer thought the following might be of interest to Voxair readers. It is a re-print from the Police Journal of South Australia:

"A constable is a man who knows a great deal about very little, and who goes along knowing more and more about less and less, until finally he knows practically everything about nothing."

A sergeant is a man who knows very little about a great deal, and keeps on knowing less and less about more and more, until finally he knows practically nothing about everything.

An inspector, on the other hand, starts out knowing practically everything about everything, and ends up knowing nothing about anything, due to his association with constables and sergeants."

Another worthy reprint must be added to "White Rose," Journal of the West Riding Constabulary, K:

"Guests in a Paris hotel, hearing a scream in the corridor, discovered a young lady in her underwear being pursued by a gentleman, who, to put it bluntly, was completely naked. Enquiries were made and it was discovered later that the impetuous Romeo was an Army major, who was promptly court martialled. His lawyer won him an acquittal however, by virtue of the following paragraph in the Army Manual:

"It is not compulsory for an officer to wear uniform at all times, as long as he is suitably garbed for the sport in which he is engaged."

On that note, we'll call it a day. See you next month.

CPL. H. DARLING.

### AIRWOMEN'S REPORT

At one time I figured it was bad enough being cajoled to meet my deadline (missed by two days already), but last night I was besieged by the inmates of Harem 9 and taken to post in a most unfashionable manner—so, kids, your message came through to me; here's your column.

CPL. FERN (DOLL BABY) WILSON is taking a short course from Tommy Manville, and not to be undone, KAY (STROODLES) GLUBRECHT has been holding close quarters with a new flame, but, to tell the truth, you two could pick up a few points for the third quarter from JEAN ARNETT and her Baby Sitting at the lounge. Congratulations go out to LILA "TUCKER" for her skipping of the women's Portage - Gimli Bon-Bon. BONNIE O'NEILL came back off leave—Perth, was it now! —and quietly ushered in her usual small hurricane. Shall give GERRY BEITZ the title of Road Runner; maybe she's trying to give Arnett and her bicycle a run for their money. Can't keep track of SHIR-

LEY HORNICK'S posterity club, but she's off the available list now. Best get up and give your good wishes to BETTY BEL. She should be MRS. by the time this hits the stands.

MARG MIDDLEMISS has lots of quiet to study for her Trade Board; never see that room-mate of hers. Seems MARG TWEED is right in there, pitching in the hearts and flowers department—another June bride.

Hope you kids all get up to see MARG RATTRAY, our newest contribution to Deer Lodge—no more cokes, eh! All kidding aside, hope you're back on your feet soon (the barracks do seem all right when you're away from them, don't they?). Maybe you could have a wee chat with SUZANNE MORRISSETTE and her now-famous "Fed up all the time—this place," sounds just right with that French accent.

—by BETTE ANNE LEOPOLD.

### QUIPS

by HUMPHREY

*A wife is a versatile being who can give her husband the cold shoulder and warm his back at the same time.*

*The second basic difference between man and woman is this—man has a mind, woman a will. Thus the proverb "Where there's a will there's a way."*

### SAFETY EQUIPMENT

It's just me again! I'm back to bend your ear after another month, with the latest bumf from your friendly S. E. Techs. Not much to send your way, but here goes.

Our secluded "hideaway" in 16 hgr. has been comparatively quiet of late. Everything seems to be on a fairly even keel, even though WO "Larry" Goulet & Sgt. "Robbie" Robinson have been on a few weeks' leave, putting our beloved Sgt. "Hughie" Kumpula in charge of all the "Little Indians." He is ably assisted by his ever-competent Cpls, three of which have been kept "extra" busy genning up the next Trade board writers. Nowhere could you find better "genning-uppers" than Cpls. "Suds" Suther-

and, "Dick" Bydens and "Stan" Janinski. I think they agree that it doesn't seem possible that Trade-Board time is practically upon us again, but then time surely flies around here, there's no doubt about that.

Talk about time flying, do you realize that our "All Girl" bowling team has already chalked up quite a few points in just the last little while? We're really flying, let me tell you. Maybe I shouldn't say this out loud, but gather round . . . We took total points one night from the top team in our league. I hear the "undefeatables" haven't gotten over the initial shock yet. Never pays to be over-confident, fellas!

To change the subject, I am happy to report that LAC Nickerson (with the help from Mrs. Nickerson) broke the jinx around here on Feb. 12. He was announced the proud "pappy" of a baby boy. That stork sure gets around, although for the past two years, he's left nothing but girls on S. E. doorsteps. Congratulations Nick, you broke the pattern.

In passing, I must mention that our "Duke of Kent" has left the section, and the service, in search of greener pastures. All our good luck and best wishes go with him in whatever he plans to do.

As I said at the beginning of this "scandal sheet," there isn't too much to report, so I'll call it a day and sign off with "So Long to you all!" from Safety Equipment.

LAW JOAN HILL

### 111 C & R

By CPL. A. GARDINER

The Ides of March are upon us and we hope that Spring is here at last. Even though the winter has been a very mild one, the feeling of a warm sun and the melting of the snow gives one the feeling of a new life.

Here at 111 C&R Flight the hustle and bustle of preparing for spring has begun with paint-up, clean-up and Trade Board in process.

Cpt. L. E. Brown, our genial gardener, has been noted outside quite frequently looking over his prize flower beds. When these are in full bloom they are certainly a thing of beauty.

It may seem funny to the passer-by, but if you walk through No. 3 Hangar you may see the odd "Right



arm" fly out and maybe twitch a little. Don't worry though—it is just the fellows practicing "Casting." After all, the fishing bugs are starting to bite and the most ardent fisherman has had his gear out and checked at least two or three times in the last month.

Generally around No. 3 Hangar the work load remains pretty well the same. Servicing is kept busy with all the incoming and outgoing aircraft, and Repair, with aircraft going to CAIR and their usual inspections, their work load has been fairly heavy.

Our sports activity around the Hangar is fairly active. Our bowling and volley ball teams are doing justice to 111 C&R.

The fellows are beginning to look forward with anticipation to 111 C&R's Spring Dance. From the tentative plans the dance should be quite an affair.

The strength increase to 111 C&R in the past month or so has been AW Beverly Lynn, daughter of Cpl. and Mrs. Overton; AW Debra Mae, daughter of Cpl. and Mrs. McKenzie, AC George Robert, son of LAC and Mrs. T. E. Evans. Congratulations to the parents and welcome to the new members of 111

C&R Flight.

In future editions, the writer will try to give a picture story of the different sections that make up our Hangar.

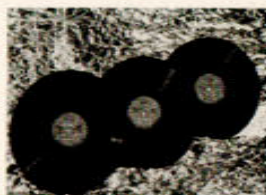
#### TARMAC TALES

Greetings to all you lucky people in Servicing Squadron and to those who wished they were. Here we are again to beguile you with that drama of service life entitled "Life on the Flight Line" or "I was a fugitive from the Hangar clean-up crew."

With the coming of spring, Servicing begins its annual spring clean-up program and soon the whirr of the lawnmower will be

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competing with the roar of the aircraft engines as zealous hangar personnel manicure the surrounding areas into shape. Rumor has it that the hangars are due for a paint job soon and this will spruce up the workshop no end.

Spring also conjures visions of promotions and to those happy fellows who were lucky enough to make the grade we offer our heartiest congratulations and to those less fortunate we say better luck next time. You can't win 'em all.

On the local front the inter-section transfers have been rolling along and we find that LAC's Auger and Patterson from No. 2 Hangar have been posted to Repair, being replaced by LAC's Roberts and Bleich. We also lost the services of Cpl. "Dave" Galbraith who

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has taken up the job of Maintenance Wing Disciplinarian in No. 16 Hangar.

FS "Frank" Fisher-Smith, the new whip in No. 4 Hangar, tells me that there have been considerable changes in the hangar personnel of late. Among the new faces in the section are LAC "Red" Lard, LAC "Jim" Hannah, LAC "Dot" Webber, and LAC "Mac" McDonald. We welcome these lucky lads to our exclusive organization and hope they will enjoy their stay with us. We extend a sad farewell to LAC "Walt" Corbin, LAC "Rollie" Fogarty, and LAC "Mike" Crowson who have left our fair shores to labour industriously in Repair Section. We all have to go sometime, fellows!

The non-effective strength of Servicing is again on the upswing and congratulations on the birth of a baby girl are extended to LAC and Mrs. Monney for No. 2 Hangar. Congratulations are also in order to LAC and Mrs. Cassavant and to LAC and Mrs. Schmidt on the births of sons. We understand that in all cases the proud fathers have survived the ordeal and are bearing up favourably.

We hear via the grape vine that the gang in No. 11 Hangar are having a party in honor of Sgt. "Bill" Smith who is retiring from the service to greener pastures. We wish "Bill" all the best and feel sure the boys throughout Servicing echo these sentiments wholeheartedly.

Dakota Servicing will also lose the services of Sgt. "Eric" Bagnall who has had the good fortune to be posted to Egypt to serve with the UN Forces. We hope you enjoy your posting, "Eric," and wish you all the best in your travels.

There is a lot of feverish activity throughout the hangars as the boys in some last minute cramming in preparation for the Trade Tests. We wish them all the best luck in their endeavours and may success crown their efforts. Well that's "thirty" for tonight, see you next month.

WO2 J. B. REARDEN

#### SUPPLY SECTION

It's been a frantic two months while I was a way to Vancouver for some leave. Then last month I was engaged with the club activities, and using these as an excuse I managed to escape from under the thumb of Voxair's do-or-die staff. . . . There must be something in QR Air about threatening personnel. Now to take the phone off the hook, find a cup to go with the pot of coffee I managed to scrounge, and I'll try to scribble a few words and make this column by the deadline.

Now that Cpl. Jim EWAN has been transferred to the tropical



"Daddy—Where do points come from?"

paradise of Vancouver, Stock Control has simmered down to a dull roar. F/O HOPE has borrowed a collar from the Padre and all and sundry are invited in for a wee chat; he's still making his daily trips to the S.O.R. to see if THAT piece of paper is ready. S/L HUTTON hasn't too much love for the new Hit Parade Extra "The Little Blue Man," for he has two Little Green Men of his own — (D. M. Audit). The gentlemen are Mr. H. L. ROE and Mr. W. N. GREY, both very likeable chaps if it weren't for their occupation. F/L BINDER (our Arthur Murray of the Alamos) has taken an active interest in the Sturgeon Creek Community Club. WO1 ALEX-

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ANDER is back with that "Old Time Religion." He also took a few weeks' leave — just to polish up his golf clubs. WO2 Steve LOCH is now an active member of the Bird Watchers Association, *cum laude*, this being the mating season *et al.* On his early morning jaunt to work he keeps a watchful eye out for his supernumeries—detailing two partridges and a couple of ground larks.

The glorious inrush of spring finds F/S CORTMAN up-to-here with his spring housecleaning and replanning of Clothing Stores. Next item on his list is a floor covering—or to coin an expression from the French Revolution: "Heads Will Roll." F/S STACK must believe in the old adage that no news is good news, 'cause

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that's exactly the amount of info I managed to gather. Cpl. Glen BATEMAN wishes to report that his son and heir is now the proud possessor of two teeth, and his vocal chords are still in excellent condition. LAC CATHRO (Clothing) brought us the news of his first off-spring (new Supply Tech in the making)—weight 8 lbs, 2 ozs, by the name of Donald Richard Bruce (thought we might throw in a piece of heather and add the names James and Malcolm). Not to be outdone, LAC ALLAN has brought word of a new daughter in his household, calls her Margaret, wee bit of a baby, 6 lbs, 3ozs; can hardly see her under all the ribbon and bows, but says he has no difficulty in hearing her.

Cpl. Hugh BECKWITH, just back from a week's leave, says he was tired. Poor boy! Cpl. Sammy BEARS blew a gasket (his car)—but has it all back together now (his car!). Cpl. Ernie FRENETTE had his chance last week on parade and fell in with the Airwomen: "If you can't beat 'em, join 'em." Cpl. MacLeod hasn't been to the hospital for a month—it's good to have the lad with us for awhile—course, Spring is here now.

Now as a last-minute thought to all who said they couldn't think of a thing to say or stated flatly it was too early in the morning to function properly: if you don't have a line or two ready for next month, I'll print all those 'things' I said I wouldn't mention.

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## EDUCATION EDICTS

By CPL. SAM SIMPSON

The day of swotting is over for a lot of group 1 and 2 tradesmen who wrote these past Trade Exams. For the past three months the midnight oil was well-used on Station Winnipeg, and we certainly find that those who burned all the night will meet their goal. It is the instructors' hope that come August they will see no familiar faces back again.

In preparation for the past trade board the Safety Equipment personnel sat in on our Trade Advancement basic lectures; we hope it was of some help to them. This coverage was in addition to their own trade lectures.

There has been a steady increase of personnel taking advantage of D.V.A. courses. The Education Centre is located in No. 16 Hangar on the second floor. F/L Wilson, the SEDO, will be glad to discuss your education problems with you any time.



The instructors have undertaken a worthy project that will be an aid to those preparing for Trade Advancement. They are writing a new Basic Precis that conforms with the up-to-date information for Airframe and Aero-Engine Technicians. Much of this Precis will be used also by SE Techs, I Techs and E Techs. It is hoped that it will be made available in part for other trades also. Along with this extensive bit of research they are writing a new set of exams, using much of the actual trade examination terminology.

A final reminder for Flight Sergeants and Corporals writing qualifying exams scheduled for the 28th and 29th of May—there are CAP 488's and QR (Air)'s still available at the Station Library. There are also supplements to CAP 488 containing the required AFAO's Candidates intending to write these qualifying examinations should by this time be well into their preparations.

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