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PRICE 10c
Vol. 9 No. 5

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NEWSMAGAZINE

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VOL. 9, No. 5

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CONTENTS

Articles	Page
THE BIG SPLASH	4
VACATIONS UNLIMITED	6
AOC'S SPRING BALL	16
SCOUTING AT STATION WINNIPEG	19
News	
"SPOT" NEWS	9
SPORTS—LADIES' BASKETBALL	22
NEWS IN PICTURES	23
GRADUATION CLASSES	24
Departments	
EDITORIAL	3
VOXAIR VIXEN	11
VAN'S VERBALITY	13
VAN'S VERBALITY	13
WINNIPEG PERSONALITIES by Cpl. J. Allbright	14-15
TV TALK	21
Cover Story	

Our cover picture this month shows the arrival of Governor-General George Vanier, at Winnipeg, being greeted by A/V/M J. G. Bryans and the RCAF Honour Guard.

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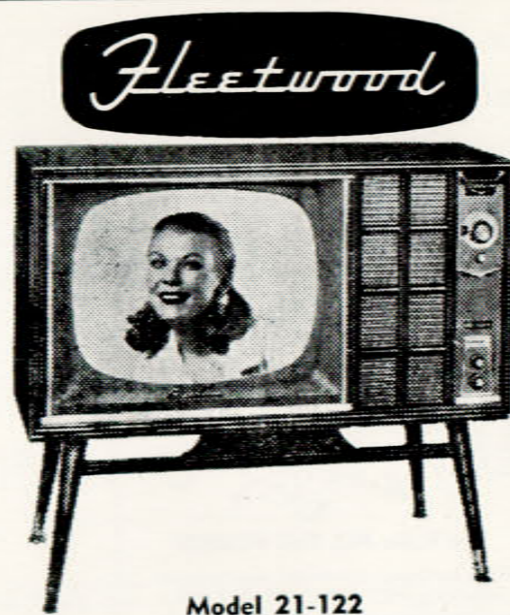
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EDITORIAL CORNER

EVERYDAY — through News Stories on Canada's Defence policies, the General Public are becoming more aware of Service Units and the part that they play in the economy and life of the nation.

The public attitude of Apathy to Service people which was predominant during the period prior to the Second World War is certainly not applicable today, when nearly every headline refers, at least in part, to some facet of defence policy.

Through this awareness, we as servicemen, have the opportunity of displaying ourselves to the best advantage and of showing the people in our adjacent communities that we are desirous of participating in community activities.

We must remember that a peacetime Service is more than a fighting Unit, it has a responsibility to the Nation as a whole. But perhaps more important, is the responsibility of the individual Serviceman to the Community in which he resides.

As peacetime Servicemen, we have the opportunity of moving our families and belongings with us. Because of this, we are automatically drawn to a degree, into community activities by our children who attend local schools and community clubs.

But only through an active effort on our part, will we be able to enjoy the many benefits derived from our immediate community.

We must endeavour to participate more freely in the many worthwhile and enjoyable activities that are held in these communities. Many functions will be peculiar to a certain area, giving us the opportunity to develop new interests, at the same time, helping the community.

In the RCAF we should strive to be, not only good airmen, but also good citizens. — E.B.

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The Big SPLASH

THE boating boom has hit Canada with a splash, and the ripples may soon be felt in our kitchens and on our highways.

The current surge of boating popularity means more than just a big new recreation form. Boating safety lessons may increase highway safety, and the amazing new materials devised for modern boats may soon make dramatic appearances in kitchens and cars.

The history of boating goes back to prehistoric times when the first hairy sailor straddled a floating log. This gave a descendant the idea to hollow out the log—a canoe.

Circumstance, needs and knowledge led to the development of different types of boats. The Eskimo kayak was made of skins because of a dire lack of wood. Out-riggers, with their stabilizers on the side, popular in the South Seas, were built to combat the choppy waters. Junks and sampans were used—and still are used in the Orient—to house the overflowing population as well as transport it. Venice's slender gondolas were needed to maneuver through the city's picturesque canals.

The Bible mentions men who "Go down to the sea in ships"

(Psalms 107-23). Paul says—"And running under a certain island which is called Clauda, we had much work to come by the boat" (Acts 27-16). Today he would have less work. Technology and new methods have built boats for almost every purpose imaginable.

A prospective buyer can find boats made of wood, aluminum, fiber glass and even plastic—costing anywhere from a few dollars for a simple rowboat to tens of thousands for an elaborate cruiser or yacht.

A recent innovation in the small boat market may mean great sav-

ings to all of us—not only on the water, but in the home and office as well. A tough blend of rubber and plastic, the material boasts a "memory". Dents, if they occur, can be removed with an ordinary hair dryer because the material "remembers" its correct shape at high temperatures. Impervious to rot, rust, worms and corrosion, easy to clean and unsinkable when swamped, its versatile qualities are also being considered for land-lubber use in offices and around the home. Expanded Royalite, as the material is called, is said by manufacturer, United States Rubber Company, to have three to five times more impact strength than other major boat materials.

SAFETY TIPS

The wave of the future naturally brings thousands of novices onto the water. Many new owners, soon to be wet behind the ears, combine an unsinkable faith in their own luck and skill with an appalling lack of nautical knowledge.

The Coast Guard has been working feverishly to educate the new sailors of the ways of the deep. Courses are available, and standardization of equipment, earmarked "Coast Guard Approved", has helped to reduce danger and increase enjoyment.

Here, from U.S. Rubber experts, are a few rules to help you get the most out of your water excursion.

(1) Carry life-saving equipment for every passenger, a fire ex-



Here's a boat that won't sink, even when it's swamped. The boat is made of Expanded Royalite, a new material developed by United States Rubber Co.

tinguisher, and a first-aid kit on board.

(2) Don't overload the boat. This reduces operating efficiency and maneuverability and, in case of emergency, there won't be enough life-saving equipment to go around.

(3) Since most of the boats on U.S. waters have outboard motors, there is a danger from fire explosion. Just a half pint of spilled gasoline—or even gasoline vapor—ignited by a lit cigarette or open flame may mean a free ride to Davy Jones' Locker.

(4) Watch out for the "gloater-boater". This odd character is a man who suddenly feels a rush of power to his head when he gets at the helm. You may have met him before—on the highway. He speeds madly, endangering other boats and swimmers. Remember that your bow and stern waves can capsizes others.

Observing these simple rules will make you an old salt in no time. Disregarding them might get you in deeper than you'd like to be.

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A small boy enjoys the beautiful spring scene in the company of two airwomen at one of the many Vacation Spots in Manitoba.

VACATIONS UNLIMITED

F/L W. A. Gryba

THE first impression a new arrival at Station Winnipeg may get of the surrounding terrain is that Winnipeg is an island on an ocean of prairie stretching for endless miles in all directions. Because of this impression, a newcomer may feel that Winnipeg and the

surrounding countryside have little to offer in the way of summer vacation facilities, and that to enjoy a summer vacation he will be forced to travel far a field. This impression is not correct, and the object of this article is to outline some of the excellent summer

holiday attractions in the general vicinity of Winnipeg and suburbs.

North, and slightly east of Winnipeg, approximately sixty miles from city centre are a trio of attractive beaches on the shores of Lake Winnipeg. These are Winnipeg Beach on the west shore of the

lake, and Grand Beach and Victoria Beach on the east shore. All three are amply endowed with broad stretches of clean white sand, shallow clear water and a galaxy of restaurants, stores, amusement parks and camping areas to fit the needs of every vacationer. There are rental cottages and motels at all three beaches, priced to suit every pocketbook. There are also summer hotels which offer clean accommodation and fine food at reasonable prices. Excellent all weather highways lead to all three beaches, and because they are so near the city, holiday seekers can enjoy a weekend or a month of sun, sand and water within an hours' drive of downtown Winnipeg.

Closer to town, there are several man made beaches of varying sizes, and offering a variety of attractions. The basic idea of these modern versions of "the Ol' Swimmin' Hole" is to provide a sandy, clean beach close enough to the city so that heat weary urbanites can slip out after work or on a weekend and enjoy a refreshing swim and sunbath with a minimum of cost and inconvenience.

These beaches ring the city — there are six within 15 or 20 minutes drive from the centre of town. They open in late May and close in September or October. Their



Fishing is one of the most popular summer sports in any Province and this angler proves that this is especially true, in Manitoba.

water supply is drawn from artesian wells or nearby streams, and in most of them the water is constantly circulated to ensure cleanliness. The most elaborate and the newest of these beaches is located 12 miles west of the city. Bison Park is its name, and it boasts a large concrete lined lake of fresh water drawn from the Assiniboine River. The water is filtered and

aerated by a water system comparable to that of a large town water system. The owners claim that the water supply for the pool is purer than city tap water!

The cost of a day at any of these beaches is seldom more than \$1.00 per carload. Refreshment facilities of all sorts are available, as are dressing rooms, picnic areas and ample parking space. The beaches have their individual strong and weak points, but large or small, elaborate or simple, they all offer a refreshing, accessible spot for fun and relaxation at lowest possible cost.

So much for swimming and beaches, but what about fishing and hunting spots for the rugged outdoor types? Happily there is an abundance of such facilities close to Portage and Main.

To the east, a scant 80 miles from Winnipeg lies the lush, rugged, beautiful lake covered Whiteshell Forest Preserve and the Lake-of-the-Woods country of eastern Ontario. This is indeed a fisherman's paradise. Countless deep, cold and clear lakes hold vast quantities of lake trout, bass, perch, pike and other fish. Many of the lakes in this area have never been fished, although most are accessible by auto and short, easy portages. This sportsman's paradise stretches east

There are many beautiful lakes in Manitoba — beautiful to view as well as to enjoy.



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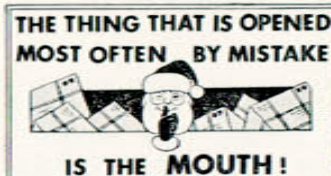
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to the Lakehead, and curves north and west as far as Hudsons Bay. A sportsman is only limited by his ambition and his resources in this rugged, beautiful and challenging wilderness. He may simply drive his auto to one of the many excellent fishing camps and spend a weekend hauling in the big ones, or he may trek for days through the secluded depths of the bushland, fishing new lakes and streams as he goes. Regardless of the choice, whether at a camp or on the move, the Whiteshell offers a challenge and rich rewards to tenderfoot and professional alike.

Northwest of Winnipeg lies Riding Mountain National Park. All weather highways provide access to this well known playground which is only 160 miles from Win-

(Continued on page 24)



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COMMENT

"A doe can run 48 miles an hour; a buck, 49 miles an hour."—Newspaper filler.

Isn't nature the sly one, though?

Then there was the night club stripper who was made an honorary member of an Air Force squadron because of her beautiful takeoffs.

SPOT NEWS

The Royal Canadian Air Cadets held their annual drill competition on April 26th and their Annual Ball on April 30th. Both events were held in the Old Drill Hall at RCAF Station Wpg.

On Thursday, May 5th the Annual Manitoba Aviation Dinner was held in the Fort Garry Hotel. Guest speaker for the occasion was Deke De Long, who has just retired from North West Airlines after completing 30,000 flying hours.

Members of the 500th City of Winnipeg Royal Canadian Air Force Association visited RCAF Station Winnipeg on Saturday, May 7th. The group were shown through AOS, Fire Hall, 16 Hanger, 3CU, 111 KU and the Recreation Centre. Following the tour they were guests of the Aircrew Trainees Mess for refreshments.

Governor General George Vanier visited Winnipeg during the week of April 26th. RCAF Station Winnipeg provided the Guard for the ceremonies. Guard Commander was F/L K. P. La Rush.

A Father and Son Scout Banquet was held in the Combined Mess on Thursday evening, April 28th.

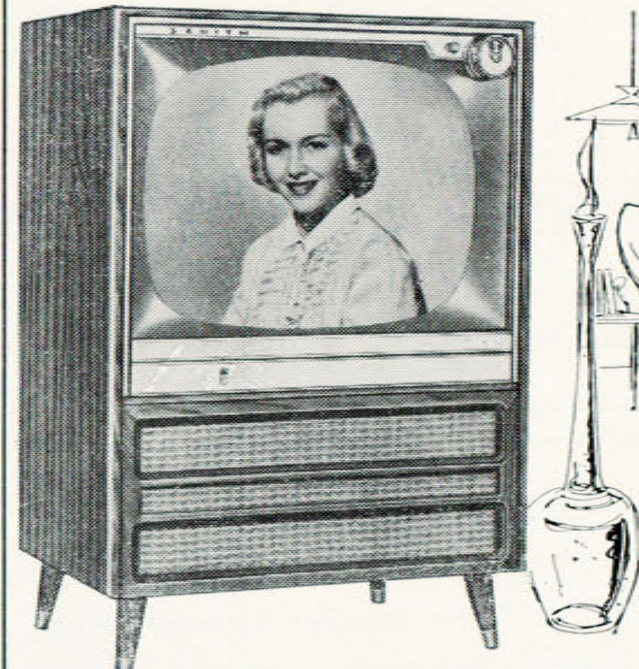
The RCAF Station Winnipeg Drama Club are now rehearsing for the Production of "The Desk Set". This play involves one of the largest casts ever assembled for a local production, eight men and eight girls. The play will be performed at the station Drama Club on 16th, 17th and 18th of June.

It has been decided that the part of the Ground Observer Corps located south of the 55th Parallel N is to be disbanded effective on the 1st of June, 1960.

The Northern Division Observation posts located to the north of this line will continue to be maintained to supplement the Distant Early Warning and Mid-Canada radar lines and to provide assistance in search and rescue operations.

The Royal Canadian Air Force Ground Observer Corps was formed in 1951 to assist the Air Defence System during its development by providing low level coverage and early warning. However, this important contribution has been superseded in the southern area of the country by improvements in the radar systems and by other means of providing information on aircraft flying over Canada. The civilian volunteers in the corps carried out their role with great enthusiasm and efficiency. They have given generously of their time and effort, and I wish to express the thanks of the government of Canada and the Department of National Defence for the contribution they have made to the Air Defence of Canada.

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VAN'S VERBALITY

By WO1 VAN BUSKIRK

REMEMBER the good old days when putting the "longies" on around the first of November was always such a ticklish situation! How Mom used to check each morning the first week and do spot checks all month to see that you still had them on by pulling up your pant leg at the breakfast table. And how embarrassed sister used to be because the lumpy stockings always gave her away and everyone could tell she was wearing them too.

And then, along the first of March, how they used to almost strangle you with that thick nauseating sulphur and molasses? How you used to gag and choke pretending you were allergic to it and it took a good boxing of the ears to straighten up your allergy. A fellow would almost bet in those days that there was a giant domestic conspiracy planned to ensure that he didn't grow up. Or, if he did, he would be a sissy.

Remember how wistful Mom would get when she finally got a look at your report card after you hid it in the barn two or three days trying to get up enough courage to take it in the house, and then only did because you knew the old gent was away for the day and would-

n't be home until late that evening after you were in bed. And how she would wipe a few tears away and claim that you were no boy of hers. You felt so silly and small about the poor effort you had made that you dug right in for the next couple of days or so; yeah, wasn't it awful?

Then along about September just when you wanted to get away for rabbit hunting after school, you had to hurry home instead to start putting the dry wood in the shed for winter. And how you had hoped that the shed had either burned down that day while you were in school, or it would rain. Remember, sometimes you threw it in instead of carrying it, and broke a window, then you had to make a special trip to the shed with the head of the household to have the value of a couple of panes of glass worked out of the seat of your trousers!

How about the times you planned to run away but there wasn't any place to run to because no one wanted boys with big appetites who got poor report cards and couldn't get along at home. And you only had the one pair of boots with a hole in one sole which wasn't much good for running in anyway, so

you changed your mind and behaved yourself for a while.

Or the day the fellows stole your clothes at the swimming hole and you had to wait until dark to get home in the bare buff only to find your clothes already there in the yard ahead of you . . . where they had thrown them over the fence and ran.

There was always a bigger kid at school who stole your butts and threatened to beat you if you told, so you didn't tell, but he gave you the odd tuning-up anyway just to remind you of his school-yard status. And then how you sneaked out of the house when it was quarantined just to give the same big bully the mumps in return for the lumps he had given you. Oh yeah, remember!

And how you always asked the old gent to let you drive the car but he wouldn't, saying twelve years was too young to be driving cars, so you watched you chance and drove it anyway and punched the back out of the garage and how Mom had to hide you in the cellar until he cooled off!

Remember the evenings when company came and you couldn't sit in the same room in you sock feet so you used to sulk and go to the barn and usually end up by missing all the gossip and the lunch.

Seems like yesterday at times that this all happened and you wouldn't have missed it for the world even though child "Psychology" was a big hand instead of a big book, remember!

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F/L R. (Ralph) SOTOLOV

THE editing of a publication such as "VOXAIR" demands the services of one who is able to draw the most from the least experienced. He cannot hire and fire; or bulldoze a crew through. His is in a position that requires the ultimate in leadership—the ability to produce with a purely volunteer staff.

For close to three years now, F/L Sotolov has provided the type of management and direction essential to the successful, and continuous publication of "VOXAIR".

Such a sense of leadership is no doubt a major factor in F/L Sotolov's decision to leave the air force and direct these talents to the teaching profession, of which he is very well qualified.

Winnipeg born, "Ralph" hails from the north end, where he attended the Machray Public School, and later the St. Johns High School from where he graduated with a Junior Matriculation standing. This was in 1943.

Following a short stretch at one of Winnipeg's then booming aircraft plants, he joined the RCAF as an AFM (Air Frame Mechanic) and left for the airforce trade school at St. Thomas, Ontario.

The next move was to Gimli, Manitoba. Here he was kept busy patching up 'tired Ansons' attached to the SFTS there.

After Gimli, came Greenwood, N.S., which, at the time, operated an OTU flying mosquitoes.

"As an AFM, I was a little shocked to find myself in a glorified wood-working shop," said Ralph.

"As you probably know the air frame construction was of plywood. A dangerous aircraft. There were many crashes and the percentage ratio must have been high," he concluded.

An opportunist; Ralph was quick to realize the value of the University training being offered by the government to qualified veterans.

In April '46 he enrolled at the University of Manitoba with the intention of studying for medicine.

"There were 300 applications for first med' students, with an enrollment maximum of 80—I lost out. Terrific competition," said Ralph.

Disappointed? — "Sure, but not defeated." Then he continued: "I put my sight on the B.Sc. degree, (Bachelor of Science) and four years later, 1950 to be exact, I had it."

The next year, "Ralph" decided to put the finishing touches on by taking the U of M "Diploma Year". This is an additional course designed to prepare the graduate for a teaching career in his chosen field.

This cost money, a commodity that F/L Sotolov had never been overly blessed with. Again, the opportunist. In Nov. '50, he joined the RCAF under the ROTP plan. This solved the financial difficulties and at the same time allowed him to continue his schooling until his graduation in 1951. He was then sent to Kingston, Ont. on the officers' training course.

Now, a PC in the RCAF as an Education Officer, his first posting was to the newly opened station at Claresholm, Alberta.

Two years later, a transfer to Stn. Portage. It was while at Portage in 1955 that "Ralph" again sought to better an already enviable education. By attending special Saturday morning and summer classes at the U of M he was awarded a Bachelor of Education degree.

Drive, ambition, or simply — a thirst for knowledge; whatever the reason "Ralph" set himself a goal and his success is his own personal reward.

An Education Officer whose own achievement has been a great incentive to the many young officers and airmen he has guided and assisted in their request for a better education.

Today, Mr. Sotolov teaches Science and Biology at the Viscount

(Continued on page 20)

PERSONALITIES

SGT. R. (Russ) LOVEDAY



A common term in the sailors' daily vocabulary, and one which denotes a professional superiority over his less experienced comrade is—'sea time'.

And many an 'old salt' would have a tough time matching 'salty tales', and 'Atlantic anecdotes' with Sgt. "Russ" Loveday who, in a short two year period during the second World War, made no less than 28 Atlantic crossings—ON THE WATER!

A little "sickening", to say the least, but herein lies a most unusual air force career.

Sgt. Loveday joined the RCAF as a 'Discip' in 1941, at his home town in London, Ontario. From here he first attended the inevitable Manning Depot, which in this instance, was at the famed CNE grounds in Toronto.

From here he was sent to KTS (Composite Training School) at Trenton, and in '42 was employed at the Manning Depot, he himself had first attended. "Russ" commented on the 'Depots' then, as compared to peace time.

"Much smoother operations today and the recruit is treated more individually. This is only natural when you consider a peace time peak of about 300 as compared to war time commitments of 3,000 or more."

It was in April '43, that, the now WO2 Loveday, was transferred to No. 1 Port Transit Unit at Halifax. His duties—Chief Discip to the air force personnel on board the troop ships bound for England.

A little disconcerting to one who could have joined the navy, but decided against it due to the water involved.

Never - the - less, "Russ" went aboard. Two days later, for the first time in his life, he felt the deep vibrations of the ship's engines as she cleared Halifax into the swells of the Atlantic Ocean.

Now, one could sense the deep uncertainty of the troops as they entered the unknown. Here too, was the first actual contact with war. The extreme caution as to the "blackouts"; the emergency drills; the gun crews round-the-clock readiness; and finally—a destroyer, a speck on the limitless horizon, blinking a curt "farewell and good luck".

Now they were alone! "This was always a shock to the troops," said Russ.

"These larger troop ships had no naval escort. Due to our speed we travelled alone. When once clear of the harbour entrance — 'Full Ahead' was rung up on the engine room telegraph and away we went. The trip usually was of from 4 to 7 days duration, depending on the

alterations involved in order to evade any suspected submarines, or "wolf packs" as they were called.

Sgt. Loveday did sail in two convoy trips.

"Murder," he said — "21 days aboard ship is a long time to look after an uneasy, and restless group of men."

Such proud ships as the Mauretania, Il de France, Queen Elizabeth, etc. were the sargeant's home. Each trip a new experience and at its end a sigh of relief.

One such trip aboard the Q.E., they carried 17,000 troops—500 over the ship's capacity. The air force personnel changed quarters at noon each day so as to share the beds. In other words you owned a bunk for 12 hours and then someone else took over. During these 'off' 12 hours you sat or slept wherever you could find a little space.

"Two meals a day were served. In the event it was rough, they still served — but who cared," laughed the sargeant.

Great admiration and respect was expressed by Sgt. Loveday for the captain and crew of these ships.

"The burden of responsibility shouldered by these men was terrific. I don't believe they actually

(Continued on page 18)

AOC's Spring Ball



(Left to Right) Mrs. G. H. Currie, W/C G. H. Currie, Vice PMC of the Officers Mess, Mrs. Hugh Campbell, Air Marshall Campbell, Chief of the Air Staff, Mrs. J. G. Bryans, A/V/M J. G. Bryans, Air Officer Commanding Training Command.

An annual social event at Training Command Headquarters, for many years at Trenton, the AOC's Spring Ball was held for the first time at Winnipeg April 22.

In the receiving line at the officers' mess were the Chief of the Air Staff, Air Marshal Hugh Campbell and Mrs. Campbell, Air Officer Commanding Training Command, Air Vice Marshal J. G. Bryans and Mrs. Bryans, and the Vice-PMC of

the Mess, Wing Commander G. H. Currie and Mrs. Currie.

Guests who attended, with their wives, included the commanding officers of Stations Winnipeg, Portage la Prairie and Gimli; Group Captain G. S. Varnam, commanding 17 Wing Auxiliary; Brigadier P. E. C. Pangman, Army Commander, Manitoba area; Captain L. B. McIlhagga, commanding HMCS "Chippawa"; Asst. Commissioner

S. Bullard, RCMP; Mr. Paul C. Hutton, U.S. Consul; Dean W. J. Waines, President of the University of Manitoba; Mr. J. L. Freeman, President of the United Services Institute, and Col. A. E. Pridham, Commandant of the Canadian Corps of Commissionaires.

A guest from the United States was Brigadier-General C. P. Lessig, Commander of the 29th Division NORAD, Malstrom Air Force Base, Montana.

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The receiving line at the Annual AOC's Ball held for the first time at Station Winnipeg.

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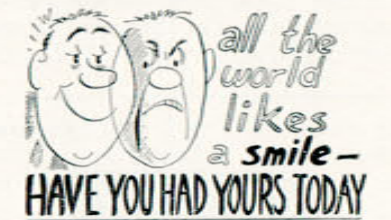
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D. G. McGill, President of Labatt's Manitoba Brewery Limited, is pleased to announce the appointment of Charles L. Shepard Jr. to the Public Relations department. Mr. Shepard is well known in sporting circles, playing with the Winnipeg Blue Bombers for the past three seasons. He majored in Education at North Texas State College and during the off-season months operated his own construction firm. ***



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PERSONALITY

(Continued from page 15)

slept, in the true sense of the word, until we were safely in port."

"To show the discipline required," continued Russ. "There were times when our course took us into the more southern regions of the Atlantic, and therefore, a warmer climate. You can imagine the almost intolerable heat in the crowded lower decks, especially at night with the ship completely blacked out. During these conditions, the captain might allow the



The unusual decoration recently awarded Sgt. Loveday, the "Venerable Order of Hospital of St. John of Jerusalem."

passengers on deck. Our orders were: 'Shoot anyone who attempts to light up a smoke while on the upper deck.' Such grim directives were necessary to protect the ship and its human cargo."

In the UK, they usually docked at either Liverpool, Greenock, or Southampton. On this side, it was either Halifax, or New York. On

return trips from overseas they brought back POW's, repatriate cases, and during the latter months of the war, the flow of "war brides" and dependents started.

With his release in 1945, "Russ" returned home to London and here he remained until 1951. While on "civvy" street he was a member of the 420 (AUX) Squadron.

The sea was not yet finished with this sea going airman. Just four years after his re-enlistment the "Sarj" made two more crossings. Same job detail, and aboard ships that were not unfamiliar to him, namely: Cythia, and the Samaria.

"Much different than war time," he mused.

"A real cruise. Passage was direct to Paris, France which, in addition to the fine cuisine and relaxation aboard ship, was a new and interesting port-of-call. I did not realize at the time, that I would soon be working in that fabulous city."

In February '56, Sgt. Loveday was transferred to No. 6 Movement Unit at Paris. If you consider this a "dream come true" sort of thing, just ask "Russ" about the finances required to house the average family there.

Next stop was Zwiebrucken, the home of 3FWG in Germany.

"We, (the family) travelled all of Germany, Holland, and Denmark, during our three year stay there." Wonderful country and the people of Holland and Denmark were especially hospitable to the Canadians.

Last July, Sgt. Loveday, his wife Iona, and their two sons Bill and Rey, re-crossed the "pond". This time on transfer to Winnipeg which was an entirely new area of travel for our "sailor airman".

"Russ" is Drill Instructor and Flight Cadet Disciplinarian at 2AOS. A little dull you might say, as compared to previous commitments, but who knows — maybe 'Discip' aboard a "space ship" is next.

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SCOUTING AT STATION WINNIPEG



Flight Lieutenant Hugh Christmas, Protestant Padre at RCAF Station Winnipeg presents the Religion and Life Award to seven members of the 51st Scout Group. The award is presented in recognition of an outstanding Christian way of life.

SCOUTING, or the "Game of Scouting for Boys" as the founder Lord Baden-Powell preferred to call it, is the largest single youth movement in the world today. It is not a game to be won or lost and then forgotten, but a game to be learned and played for life. How many of you, who have had scout training, are still living up to the ideals of scouting?

The aim of Scouting is to build a boy's character so that he may develop into a good citizen, physically, mentally, and spiritually. It was a proud moment for scouts and their leaders recently when on the CBC television show "Front Page Challenge" a participant was asked where he had received the training that had enabled him to

act so heroically during a tragic train collision and he replied with, "I guess that it was the training that I received when I was a Boy Scout."

There are approximately one hundred and fifty boys playing the game of scouting at Station Winnipeg. They form the "51st Winnipeg Group" and are incorporated in the Bannatyne District which is in turn responsible to Provincial Headquarters. Within the Group there are five separate sections; three of these are "Cub Packs"—boys between the ages of 8 and 11, and the other two sections are "Scout Troops"—boys between 12 and 17 years of age. Over these sections is the supervising body, the "Group Committee." It is comprised of parents of the cubs or

scouts and other interested persons. Their duties as supervisors are many and varied and the 51st Group Committee is active in performing these duties.

The 51st Group is very fortunate in being able to use the top floor of Building 15 for Cub and Scout meetings. Every week night at this building there can be heard the roar of cubs or scouts which is only occasionally broken by an overwhelming silence. The three Cub Packs meet on Monday, Tuesday, and Thursday nights respectively while the Scout Troops meet on Wednesday and Friday nights. The hall is also used on week-ends as the base camp for paper drives and is the scene of camping equipment checks and other scouting activities.

The activities of the Scout Troop are many; for instance there are the fund raising projects, paper and bottle drives; there are the scouting activities such as day hikes, overnight camping and summer camps; and there is also the learning phase which consists of test passing for advancement in grade and badge earning for broadening a boy's knowledge of scouting.

Recently seven of the scouts of the 51st Group were presented with the Religion and Life Award at a ceremony during the Sunday morning service at the Protestant chapel. The troops are indeed proud of these scouts as this was not a badge that could be earned by concentrated studying but an award which is presented by the boys' chaplain in recognition of a Christian way of life.

A "Father and Son" banquet was held on the 28th of April at the Combined Mess. It was attended by approximately one hundred and twenty-five Cubs and Scouts with their Dads. An excellent meal was followed by a talk from the District Group Council Chairman, Mr. Jim Howe, and then the various sections of the 51st Group put on several games and demonstrations for the benefit of their fathers and the guests.

The summer programme for the scouts is being prepared and a week's camp in the Whiteshell district is planned for the first week in July together with several week-end outings. Scouting is primarily an outdoor activity and for this reason we certainly hope that most of the 51st Scouts can participate in the summer schedule.



Scouts of the 4th Maple Leaf Troop at Baden-Soellingen being given final instructions before leaving on their First Class journey. Giving the instructions is G/C Christmas and looking on is Scouter Art Scarlet who are both presently stationed at Winnipeg.

Leaders are always at a premium in any scout group and certainly the 51st is no exception. Experience in scouting is definitely a help for anyone who wishes to become a leader; however, it is certainly not a pre-requisite. Interest and enthusiasm are the essential ingredients and anyone with these qualities would be welcome to join the 51st Group either as leaders or as members of the group committee. For further information call W/C Davy at Local 369 or F/L Pfaff at 250.

The Group would like to take this opportunity to thank everyone who has helped to make this season a success and we hopefully look forward to more of the same

during the coming seasons. Good Scouting to you all.

Scouter Tom Swindells

PERSONALITY

(Continued from page 14)

Alexander High School out in Fort Garry.

On Tuesday and Thursday evenings, Sotolov easily fills the roll of Wing Education Officer of the Winnipeg 17 Wing (AUX) Squadron. We have not entirely lost him.

It is only natural that our good wishes reach "The Editor" through this publication of which he worked so hard.

It's for certain, that the students under "Ralph's Command", are fortunate enough: "To have the very best!"

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TV TALK

TIPS FROM DONNA OUR WEIGHT AND FATE

Donna Reed, star of "The Donna Reed Show," seen on CBC-TV, Tuesday nights at 7.30 p.m. DST, has her own comment to make on this situation, and her own formula for beating the camera.

Being a housewife, mother of four children, and star of a weekly television show should be enough activity to keep any gal from collecting excess poundage. However the TV camera has some strange idiosyncrasies, including one that makes ounces photograph like pounds.

For those who envy Donnas' trim figure, here's how she does it.

Breakfast:—A soft boiled egg, one piece of toast, black coffee.

10 a.m.—A medium sized glass of grape juice with one envelope of gelatin.

11.30 a.m.—A tall glass of mixed carrot juice and papaya juice.

Lunch:—Soup and a salad.

5 p.m.—A medium sized glass of V-8 vegetable cocktail.

Dinner:—Broiled meat, poultry or fish, as much as she likes, two green vegetables ... cooked or uncooked.

You may find that Donna's habit of drinking or nibbling the right snack at the right time achieves "Wonderland" results. Curiouser and curiouser? Not really. The method **should** work like magic—it's from the wonderland of TV.



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SPORTS

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PROVINCIAL CHAMPIONS



RCAF STATION WINNIPEG LADIES BASKETBALL TEAM PROVINCIAL SENIOR LADIES CHAMPIONS

Back row (Left to Right): Mary Magnusson, Pat Murphy, Ruby Hoski, Alice Dumka, Marg Wahl, Millie Kardashinski, Vi Francis. Front Row (Left to Right): Carole Williams, Shelagh Johnson, Marg Yuen, Grace Malyk, Maida Lent. (Missing) Chris Iivings.

Station Winnipeg Ladies Basketball Team have won the "Provincial Senior Ladies Championship" for the second year in succession and are to be commended for their fine efforts in maintaining the high standard of sportsmanship this Unit enjoys. Coached by Terry Burns, Station Winnipeg's Ladies Basketball team have had a very active and successful year, competing in a variety of Basketball

events, from regular exhibition games in the City Junior League to the Canadian Senior A Championships, and having a record of which they can be justly proud.

Last February our girls entered the CHAB Tournament at Moose Jaw, Sask., and emerged as winners of the Consolation Flight Event. They also represented Manitoba in the Womens Canadian Senior A Championships, losing a

close decision to the Richmond BC Merchants.

In local competition, our girls have played exhibition games in the Winnipeg City Junior League and were defeated only twice. In this league, coach Terry Burns and top scorer Mary Magnusson were picked on the first All-Star Team, Carole Williams and Millie Kardashinski being picked on the second team.

NEWS IN PICTURES



GOVERNOR-GENERAL VANIER VISITS MANITOBA

Governor General George Vanier's arrival at Winnipeg included a 21 gun salute, a 100 man Honour Guard from the RCAF, and a Crimson and Gold Military Band.

As the 21 guns boomed a salute, just before 11 a.m. on Monday, April 26th, the Vice-regal cars rolled into the legislative grounds from Government House.

The reverberating 21 pounder field guns were fired by a troop of the Second Regiment, Royal Canadian Horse Artillery, Commanded by Captain Donald Creighton of Port Arthur, Ont.

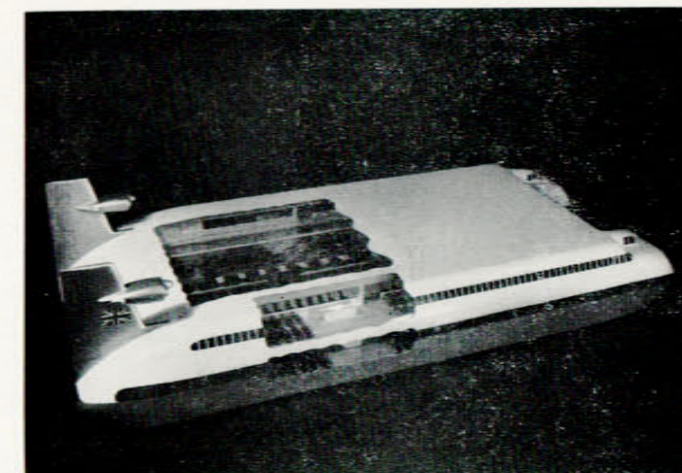
As the guns saluted, Governor-General Vanier received a Royal Salute from the Royal Canadian Air Force Honour Guard, commanded by Flight Lieutenant Ken LaRush of Station Winnipeg.

General Vanier then inspected the RCAF Honour Guard, occasionally pausing to say a few words to individual members. He was preceded by two aides, Captain Jean Lojeunesse and Captain L. B. McIlhogg.

The RCAF representative at the ceremony was A/V/M J. G. Bryans, Air Officer Commanding Training Command.



Spring came to RCAF Station Winnipeg with a burst as waters, swollen by melting snow, overflowed roads and the surrounding areas. This scene shows the area between the Chapels and the Recreation Centre.



Much has been written about the Hovercraft, Britain's "flying saucer", a motorised platform to skim over land or water on a cushion of compressed air, the development of which was announced in 1959 by Britain's National Research and Development Corporation.



GRADUATION CLASSES

5903 AI 5901 RO 5901 AI

TOP
 Front Row, left to right: F/O Davies, F/O Desureault, F/L Hennessey, F/O Robidoux, F/Nernberg, F/O Chevalier, F/O McGee. Centre Row: F/L Ouellette, F/O Hogan, F/O Mathias, F/O Murray. Back Row: F/O Blair, F/O Dean.

CENTRE
 Front Row, left to right: F/O Scoles, F/O Millar, F/O Bugatsch, F/O Hiley. Back Row: F/O Kingwell, F/O Tanchak, F/O West.

BOTTOM
 Left to Right: F/O R. Tanner, F/O S. Shultz, F/O E. Goshi, F/O J. Leeson.



VACATIONS UNLIMITED

(Continued from page 8)

Winnipeg, and only 50 miles north of Brandon. Campsites and a host of recreational and scenic attractions make the park an ideal spot for relaxation. Just south of the park is Clear Lake, a popular and exceptionally well developed resort area. The excellent motels, cottages and campgrounds of the area make it perhaps the most popular resort in Manitoba.

Farther north, in the deep north woods, are the communities of Flin Flon and The Pas. Although these frontier towns are only two day's drive from Winnipeg, they are not crowded and are a happy mixture of modern vacation facilities, excellent beaches and raw frontier life. For someone who wishes to have a really different vacation, this area offers endless possibilities. The roads are good, although construction on some parts of the highway may slow the trip up slightly. Certainly the relaxed, casual atmosphere of this interesting country will make up for any minor inconveniences encountered in reaching it.

So there you are! This is a glimpse of what Manitoba has to offer you. Whether you are a swimmer, a camper, a fisherman or all three, Manitoba offers you the best right at your doorstep. Why not see for yourself this summer?



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