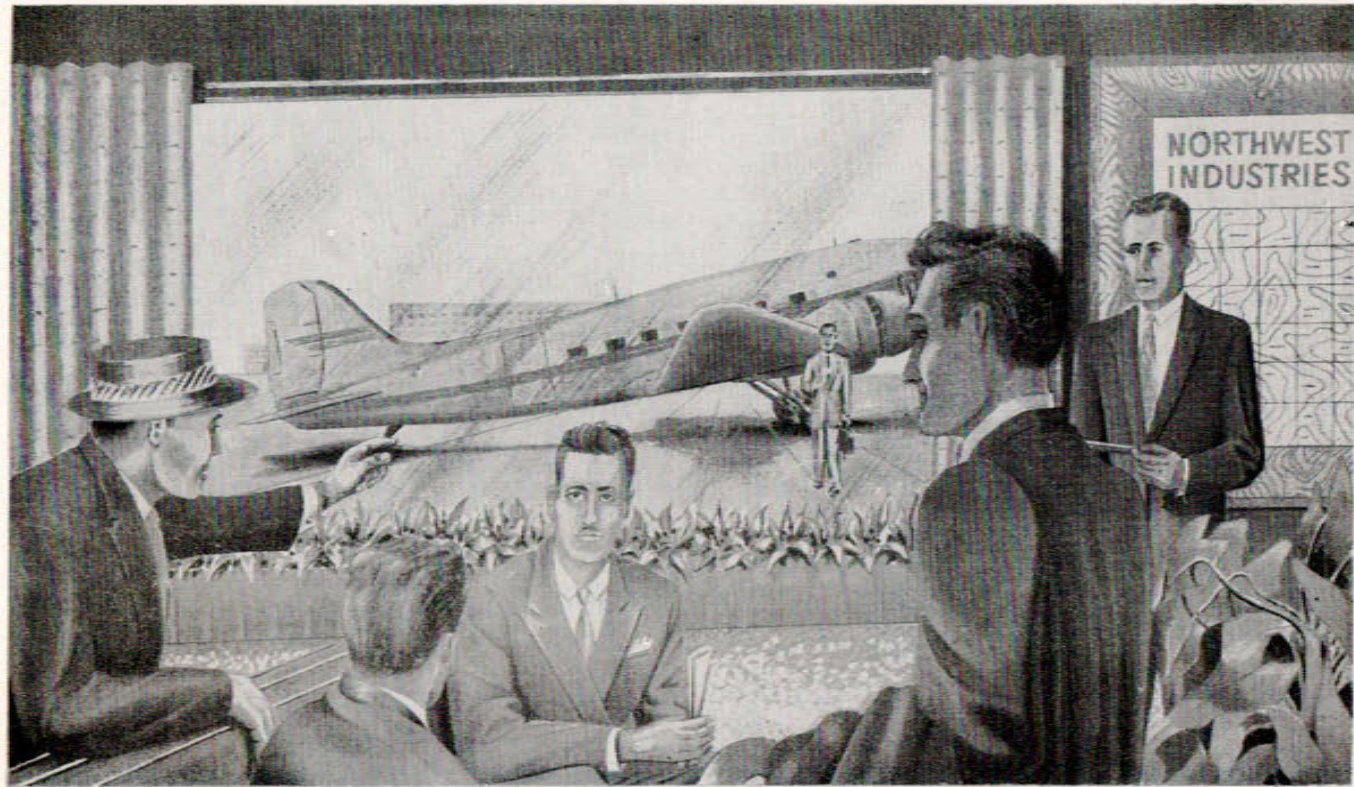


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AN AIRFORCE NEWSMAGAZINE

VOLUME 6, No. 4.

JUNE, 1957

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VOXAIR is published on the 15th of every month with the kind permission of The Commanding Officer, Royal Canadian Air Force Station Winnipeg, Stevenson Field, Winnipeg, Manitoba.

ARTICLES may be reprinted by other publications providing credit is given to VOXAIR.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscriptions are priced at 1 year (12 issues) \$1.00; 3 years (36 issues) \$2.75; 5 years (60 issues) \$4.50. Postpaid anywhere in the world. Address all subscription correspondence to: Subscription Department, Voxair, R.C.A.F. Station Winnipeg, Stevenson

Field, Winnipeg, Manitoba. Applications from overseas should be accompanied by an international money order for the necessary amount. Canadian subscribers should make their cheques payable to: R.C.A.F. Station Winnipeg Station Fund.

EXECUTIVE AND EDITORIAL OFFICES: R.C.A.F. Station Winnipeg, Stevenson Field, Winnipeg, Manitoba. Telephone VE 2-1311. Local 216. Printed by The Wallingford Press Ltd., 303 Kennedy Street, Winnipeg 2, Manitoba. Authorized second class matter by the Post Office Department, Ottawa, Ontario.

The views expressed herein are not necessarily those of the Royal Canadian Air Force or the staff of VOXAIR.

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THANK YOU!

WE are happy to see the response to our request for help made in the last issue of this magazine. If you look under the Section News, you will find a great deal more information than in many of the previous issues.

The response was most gratifying, and to the people who responded we can only say "Thank You" for the help, and hope that more people here on the unit will see the light.

The staff hopes to see some letters from our readers telling us what they think of the magazine itself and offering helpful criticisms. We are not asking for long screeds but rather for short notes telling us where we fail.

A stamp is not required. Just drop it in the outgoing mail, addressed "Editor, VOXAIR," and we will get it and print it.

With this issue we begin a new series of articles for the women members and the wives of the members of the RCAF. This is the fashion page, which will appear regularly.

We hope you ladies will like this series and will watch for future issues. There will be articles on such items as the choice of good clothing and colour, proper hairstyles and hats, how to recognize good furs and how to care for them, proper accessories and jewellery. VOXAIR hopes it will be useful to you and that you will enjoy it.

If you ladies would like to have a page on cooking or exchange recipes and household hints, just mail you recipe or question in and we'll do anything we can to help. We would particularly like recipes on money-saving one-dish meals and exotic foods. So, come on, you cooks and let's have a field day,

and your husbands will appreciate it too.

Some of the future articles planned are gardening hints, home decorations, articles on guns (F.S. Labrash), skin diving and, of course, all the summer and winter sports, particularly on the professional sports in and around the Winnipeg area.

It will take us a little time to get it rolling, but little by little we will, and we hope you enjoy it.

We could use some reporters. We need them from the sections and to cover special events. We also need volunteers to meet famous personalities as did LAC Les Brown, when he met Shirley Harmer, George Murray and Mayor Stephen Juba.

Once again, drop us a line and give us your name and phone number.

LUCK WITH LANDLADIES

By BUD PAULS

Ordinarily my landlady could quite accurately be caricatured as the type of big-bosomed and matronly woman that would be more in her own element when serving tea at a ladies' aid garden party. But not on this grey and rain-soaked September afternoon!

Over her house dress she had pulled her husband's canvas hunting jacket, leaving the bright print skirt of the dress to cling wetly to her bare legs. Her feet were protected by a pair of oversize gum boots, the tops of which were turned down, and on her head perched a scarlet ski cap, contrasting beautifully with the grey of her hair.

We stood flanking a dented old wheelbarrow and a small but heavy chest of drawers which I had man-handled to a position beneath one of the big trees that line the west Winnipeg street. The immediate problem was to set the chest on the wheelbarrow and by that we hoped to find solution to the greater problem of moving the rest of my furniture from a cramped suite on one side of the street to more roomy accommodation opposite, as necessitated by a recent addition to my family. The truckers had failed me at the last moment having become tied up in a "priority" job and my new landlady had come to the rescue with the wheelbarrow.

Brushing a rain drop from the tip of her nose she examined the load with a critical eye and then suddenly bent double and seized the lumpy legs of the chest with gusto. I did likewise, tongue-in-cheek.

"One-two-three-heave!" she commanded. And heave we did, and successful we were!

All afternoon we jounced back and forth with our cargoes care-

fully balanced on the rickety old wheelbarrow. In this manner we moved everything except the refrigerator, stove and chesterfield. These were handled later by my immediate past landlord who put his pickup truck into service when he arrived home from work.

As we eased the refrigerator into position to finally complete the job I hastened to thank those who had helped, and as I did so I began to fully realize how lucky I had always been with Manitoba landlords. This was our third move in this province in as many years. All involved the sharing of a home with our landlords and all could well have led to difficult problems in landlord-tenant relations. None did, however, and I found this curious. Where all the problems that friends had led me to expect?

Take that time when we lived in Portage la Prairie, for instance—the opportunity for friction was particularly evident that night! Earlier in the week I had come across an old school chum whom I had not seen in several years. He was away from his home town and was delighted to see me. He was to be married the following Saturday and after extending an invitation to my wife and me he went on to express regret that there was no place in town to hold a "nice, quit, little reception"—unless, of course, it was okay to hold it at my place. Well, he was a considerate chap and a friend in need; and so . . .

The event started off quietly enough but before many hours had passed the groom had made too many trips to the punch bowl and he suddenly startled the entire neighbourhood by going into a Tarzan act from our second-storey living room window. Clinging to the shutter with one hand he

pounded his chest with the other, threw back his head and let loose with an ear-splitting howl which I presumed was his victory call. It had been longer than I realized since I had last seen my friend: he had changed considerably!

The next day as I cleaned the place up I fully expected to be evicted. Certainly there was justification. But when I met the landlady at the ashcan in the alley where I was depositing the debris of the party, she rejected my profound apologies with a grin.

"Forget it, Mr. Pauls," she said. "We all like a little party once in a while." And that's all there was to that!

Fortune, it seemed, moved with us to Winnipeg. It was while at our first residence in the capital city that we became proud parents. As nervous and excited as any new father on the big day, I had completely forgotten such necessities as eating or changing my shirt. But my landlady was wise—and generous. I returned from the hospital to find a hot meal in the oven, a stack of freshly ironed shirts, and next to them a card to be delivered to the new mother and a gift in blue ribbon for my new son.

Now we live with the lady who so deftly handled that awkward wheelbarrow last September. Her latest act of personal note was to holler up from downstairs to remind us that if this Sunday is a nice day we should join her for a ride about the city in her car. "Some fresh air and sunshine will do you all some good—and I'm sure the baby would love it."

It's just luck, I guess.

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JET AGE FASHIONS

Photos by Cpl. D. Askett

This was the theme used for the semi-annual Teen-Age Fashion Show held Easter week at the Hudson's Bay Company.

A completely feminine and lady-like look was the keynote of all the fashions shown for the Junior Miss, both Spring and Summer.

The new fashions also expressed their practical sense with fabrics that are washable. The newest fabric featured was Terylene, a perfect delight to the fashion scene because of its washable quality and the fact too that it dries in minutes.

This fabric was featured in "the sissy blouse," which beautifully



Nancy Brown wears a regal touch of pink taffeta and tulle. The puckered effect is created by tiny seed pearls caught at various intervals. About \$35.00.

topped and added to a pair of black and white wool slim jims.

Sissy blouses are so adaptable, said the commentator, as they can be worn with dressy suits to casual slim pants.

Vacation time was shown as de-



Barbara Zydyk poses for the camera in a sunburst yellow dress of embroidered organza. The bodice is held in place with tiny straps while the bustline is inset with pleated tulle. About \$35.00.

initely a time for fashion, colour and style.

Slim cotton pants were topped with cool sleeveless blouses. A handsome red and blue printed cotton, consisting of Bermuda shorts, bra top and hooded jacket, received wild applause. A fashionable surprise was in store when the



Lyn Smith wears tulle that is intricately pleated between the rows of Rosepoint lace. The bodice is all lace; the dress featured in pink. About \$30.00.

model unfolded from her arms a pair of slim pants matching the ensemble.

Creating a great deal of fervor was the match-trix set shown on three pretty models. Plain and striped cotton of deep aqua, white and black showed the enthusiastic audience how to mix and match shorts, blouses, skirts, etc., to give you at least eight outfits with only four or five pieces.

The cheers and applause heightened when the bathing suits appeared. It was evident that they not only liked the styles but also this new and wonderful feature of the show.

A stunning bather of black was completely elasticised and held neatly in place with white straps.

Cotton found its way in bathers too. Check and floral pattern, ruffles and bows gave a pert and feminine look to the junior figure. Accessory musts for this event were the large colorful beach towels and mysterious, exotic sun glasses.

Items that were simply the rave were the separates. Cool, comfortable, sleeveless blouses, accented with gay glazed cotton skirts. In each case designers emphasized the use of cummerbunds which (and this is good to know) made waistlines look inches smaller.

Highlighting all dress features this season was the "shirtwaist." Its style was suggested for both classroom and date-time wear. Crisp washable cotton, plain and



Dorothy Kropp beams with pride in her "shirtwaist" dress. The prettiest of mauve is featured here offset with ruffles down the front and on the sleeves. About \$25.00.

printed, was seen in this dress. One in particular for special occasions was featured in soft canary yellow while the front was effectively adorned with bugle beads and iridescent sequins.

The dress selection offered no problem at all when it came to style, colour, and figure type. There really is a dress for everyone.

Full skirts predominated with an even more dainty effect created by nylon crinolines peeking from under.

Teeners are not shy when it comes to expressing their likes and

dislikes. Howls and whistles were heard above the applause when a slim sheath of polished cotton. This slim idea is a new adult styling to the teen scene and its acceptance has been nothing short of great. Linen, too, was used to further the slim sheath in popularity; one in aqua featured a bolero attached to the dress while yet another had a detachable bolero neatly fastened up the back.

Party frocks were spectacular; gleaming in glazed and polished cottons and stressing the use of floral patterns.

Low decollette necklines proved successful, as were the full skirts. A lovely pink linen sheath was elegantly worn with a knitted cable



Carol Glesby strikes a fashionable note in a brilliant red coat. Classic styling is seen in the casual opened collar and deep slash pockets. About \$50.00.

stitch sweater. A white and pink dotted dress was displayed with a pink linen coat, the lining matching the dress.

A new exciting trend to glitter cottons was warmly welcomed as a bright turquoise date costume

stepped forward. Each flower in the pattern was skilfully outlined with gold sequins.

Startling accent to each outfit was jewellery in white and gold combinations plus novelty bracelets and earrings in red, yellow and green.

After intermission, the curtain opened and there were all the pretty fourteen models dressed in breath-taking formals.

The gasps from the audience told us that perhaps the favourite part of the program had been reached.

The teenage models seemed to float down the ramp as each was dressed in soft rainbow colours.

Nylon chiffon over the swish of taffeta in Nile green was beautifully draped across the bustline and shoulders, ending in a large bow at the back.

Countless ruffles of Duchess lace created a semi-formal that was sheer delight to the audience.

Nylon nets made their appearance in blues, pinks and aquas, each one spelling a new fashion idea in fabric combination of net and lace or net and taffeta.

Graduation white in nylon chiffon took special honours as it was featured with a taut midriff and a billowing full skirt.

"Oh's and Ah's" expressed the last gown admirably. It was a pale aquamarine in nylon tulle and lace. The dress resembled the early-day ruffles as the bouffant skirt stood out in this fashion. Each ruffle was inset with a band of lace.

Added sparkle was created in this scene as each model wore the latest rhinestone and coloured jewellery.

The importance of accessories was stressed throughout the show as each model, with the help of the commentator, did more than prove that proper accessories are a must.

In summary, the silhouette of the season is a gracious and natural one; not only for the Junior Miss but for the adult too.

Our thanks to the Hudson Bay Company for the material in this article.

CARILLONIC BELLS FOR RCAF CHAPEL



Service personnel and their dependents of Protestant faiths at RCAF Station Winnipeg looked forward to Easter Sunday with more than the usual expectancy this year. A carillonic bell system was recently installed in the Protestant Chapel at the base and the chaplain, Flight Lieutenant J. T. Irwin, says that members are hopeful the bells will be rung before Easter. Operating the bells will be Flight Lieutenant A. D. Herbert, church organist.

Purchase and installation of the system amounted to about \$3,500.00. Ninety percent of this figure has so far been met by donations since April 1 when a campaign was launched under the chairmanship of Wing Commander D. R. Walker. Dedication of the new bells is planned for May.

Members of the church believe that installation of the carillonic bell system makes their chapel unique among chapels of Canada's armed services.

NORTH POLE AIR ROUTE CALLED

TOKYO—North polar flying has become an amazingly safe and exact operation since Adm. Richard E. Byrd blazed the first trail through the skies to the geographic North Pole thirty-one years ago. The contrast today is staggering between flight operations in Antarctica to and from the South Pole—which an aircraft commanded by Adm. Byrd also was the first to reach—and those now in progress across the great frozen Arctic Ocean area at the North Pole itself. The former still are in a pioneering stage with only rudimentary weather, communications and landing facilities. Today's North polar operations leave little to change or guesswork.

mentary weather, communications and landing facilities. Today's North polar operations leave little to change or guesswork.

AIR FORCE PILOTS AT THE CONTROLS WHEN CANADIAN ARMY GETS WINGS

OTTAWA—The Canadian Army hopes eventually to put wings on units of battalion size, transporting several thousand men and their equipment in the Havilland's new "Caribou" transport plane. But it will be 1956 before any units are equipped, and when they are it is almost certain that air force—not

army—pilots will be at the controls. No Canadian contracts have been placed for the new plane and quantity orders are not expected for some time. Although the United States Army has ordered five of the planes, a Canadian official commented: "We don't buy a pig in a poke."

RADAR DEVICE CAN LAND PLANES IN ALL WEATHER UNAIDED BY PILOT

NIAGARA FALLS—If tests at sea are as successful as tests ashore, the development promises a vast improvement in the efficiency and safety of aircraft carrier operations. Produced by the Bell Aircraft Corporation, the system is backed by the Navy. It is designed to land a plane automatically in zero-zero weather — no ceiling and no visibility. After the mechanism takes over, the pilot does not have to touch the controls until after the plane is rolling on the landing strip. The plane used for today's demonstration was a two-place twin-jet Douglas F3D Skyknight, a night fighter. The system has also been used to land airliners and bombers.

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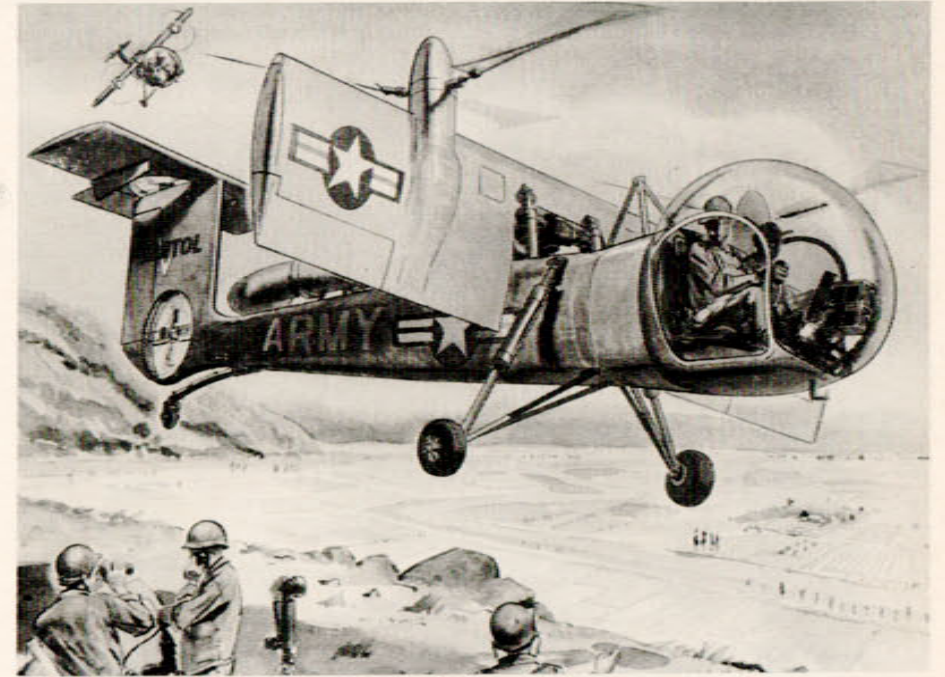
The Royal Canadian Air Force and Canadair have chosen the name "Argus" for the new Canadair-built CL-28 submarine hunter and killer, it was announced today.

Known heretofore only as the CL-28, or by its air force designation of CP-107, the giant aircraft now gets a name that, according to Greek mythology, is particularly fitting. Webster's dictionary gives two meanings to the word "Argus": the first, "a 100-eyed giant"—apt in view of the aircraft's myriad detection devices—and the second, "a watchful guardian."

Both definitions indicate the primary role of the aircraft for Canada and its 100 eyes are represented by the most comprehensive collection of electronic detection equipment ever assembled into one aircraft for hunting enemy submarines.

The new name, chosen from hundreds submitted by RCAF and Canadair personnel, was announced at Canadair February 5th on the occasion of a "press preview" of the "Argus" by aviation writers and broadcasters.

The Argus, redesigned by Canadair from the Bristol Britannia family of aircraft, is the largest ever built in Canada and represents an engineering and manufacturing accomplishment of the first magnitude.



This artist's conception shows how Vertol Aircraft Corporation's new tilt-wing model, the first ever built, would serve the U.S. Army under combat conditions.

Vertol Aircraft Corporation revealed today it has completed shop work on its tilt-wing VTOL research aircraft and has begun functional tests.

The turbine-powered aircraft, funded by the U. S. Army and developed in cooperation with the Office of Naval Research, is the first tilt-wing VTOL ever to be readied for testing.

The experimental aircraft was completed April 1, about two weeks less than a year after the first designs were drawn.

The aircraft, designated the Vertol 76, is powered by a Lycoming T-53 gas turbine engine placed aft of the cockpit and atop a tubular fuselage structure.

Its wing and two counter-revolving rotor-propellers are tilted as a unit through a 90-degree arc for vertical take-off and landing or level flight. Conventional airplane controls become effective when the wing is tilted to a horizontal position.

Two ducted fans in the tail section control yaw and pitch in a hovering regime.

The Vertol 76 is designed to have STOL characteristics, as well. On take-off or landing, the wing may be rotated to any desired position between vertical and horizontal, depending on runway length and/or cargo overloading.

All performance figures are classified.

(Continued on page 13)

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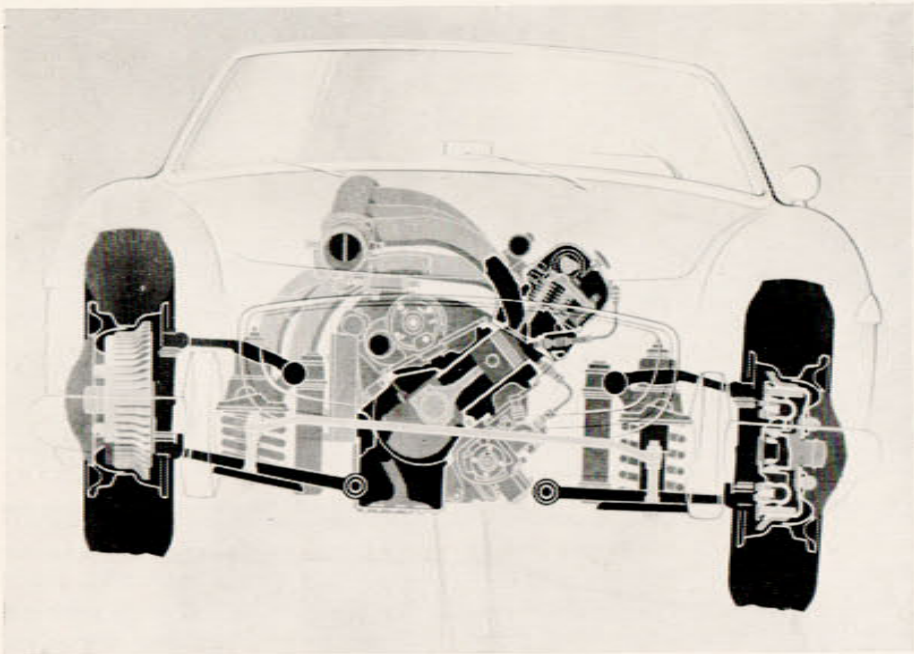
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AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



THE NEW LOOK



The Mercedes-Benz 300SL Roadster, newest creation of Daimler-Benz, world's oldest automaker, features a 6-cylinder gasoline fuel injection engine canted to one side permitting lowest possible hood design. Despite power displacement of 250 hp at 6200 rpm with maximum speed of 155 mph, the actual size of the Roadster's fuel injection engine is similar to that of an 80 hp carbureted engine.

A fascinating view of the 300SL Roadster announced by Mercedes in Geneva last month. Note the obvious advantage gained from canting the engine. You know, maybe Detroit may have to follow suit one day if the stylist insists on dropping that hood any lower!



By PETER McLOUGHLIN

'58 Chev's Due Soon

For the first time in over twenty years, Chev's first place has been taken over by Ford—they booped! The heads are rolling and disturbance is so great—stylewise naturally—that the '58 model will be in your hands by late June or July. Furthermore, it won't be the '58 model either! It is most probably the '59 edition originally intended for air suspension, but, because of the frantic rush, this will be dropped for a year. By so doing they hope to gain back some of the market lost earlier this year. Tooling was completed by April 1.

The oil-air suspension has been dropped, as we mentioned, and in its place coil springs have been substituted front and rear on a backbone type frame, which carries the engine and suspension on 'Y' members extended out at each end. The new engine, displacing 302 cu. in., is coming along nicely—the combustion chamber is similar to the Mercedes 300 series, that is, it rests partly in the block with pentroof piston crowns, and very large valves staggered along the block. Weight will be 10 pounds more than the old unit. Pontiac is in a like position and will use the same shell. Nothing is yet in the wind about a new engine.

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Morley Foot, Mgr.

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OLDSMOBILE AND BUICK LOSING SALES

Because of that confounded little window at the rear, both of these cars have lost large sales this year. It turns out that those two little rear corner windows were originally intended as rear vents to assist ventilation. The trouble arose when the engineers tried to waterproof them—they couldn't do it! By the time this was discovered it was too late to change the body dies which were already made. It appears, the bamboozled public finally balked at this imitation as the final straw. Bodies are being retooled to cut out this item and show a wide sweeping rear window. Changed cars will be along soon.

SURELY THE HANDSOMEST

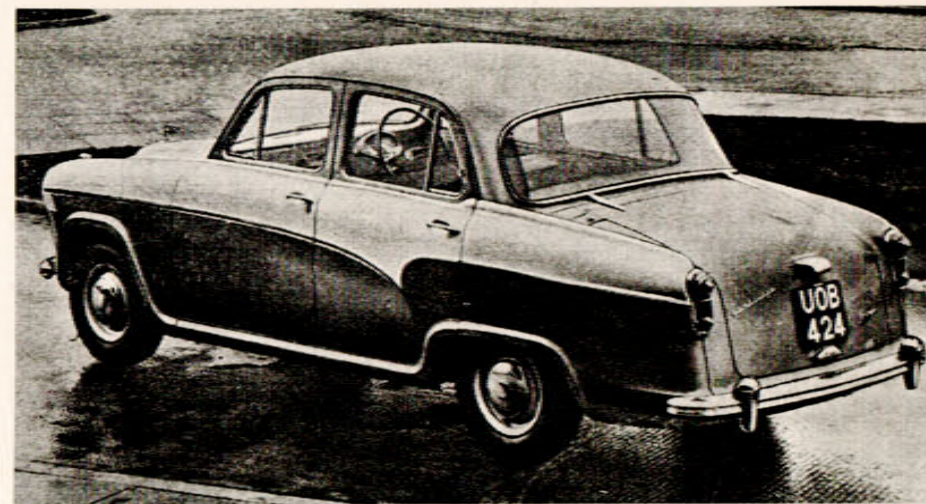


A brilliant newcomer to the ranks of the miniature car is this neat little Volkswagen coupé, so far easily the beauty contest winner. If any of these tiny cars appear on our shores it should be this. Price will be about \$1,700. In all respects, except size, it is a standard car possessing room for two adults in front and three children in rear; all on a little engine of 293 c.c.'s. Normal driving would result in well over 60 mpg, combined with a cruising speed of 50-55. Gear change is by an ingenious preselecting system working through the four gear ratios. Finish and attention to detail are in typically German thoroughness.

THE GEN ON 'SUPER' IGNITION COILS

There are, I regret to say, certain makes of ignition equipment on the market which advertise incredible increases in either power, smoothness, gas consumption, etc., when they are attached to your engine in replacement of the normal equipment. Hogwash! Don't believe a word of it; the only winner in this suckers game is their pocketbook. To prove my point let us check any standard production car put out by the factories that do any extensive racing. Take Jaguar and Mercedes. The coils used on the Le Mans winning Jaguars are exactly the same as those put in the standard 2.4's and XK's. The same applies to Mercedes. All an ignition system can do is ignite the mixture; the colour of the spark, or the heftiness of the voltage are immaterial. If the engine fires on each cylinder, that's that!

NEW AUSTIN A55



For a further \$100 (\$1,899) you will soon be able to buy the much improved version of the old A50. Body lines remain similar—rear window and trunk have been "Americanised"—but the length has been increased by 4½ inches and lowered 2 inches by switching to 13-in. wheels from the former 15's. Power has increased to 51 bhp. Borg-

Warner overdrive is available at around \$100 and a Manumatic clutch for \$150. Opening quarter windows have been placed in all doors. Sealing has been improved. Seats have been improved to give the anatomy more comfort—especially those in the rear. Top speed now increases to 76, with a comfortable cruising speed of over 60.

VAUXHALL VICTOR



Britain's first wrap-round wind-screen appeared last month when Vauxhall, G.M.'s British subsidiary, announced this neat four-door model to be known as the Victor. The car is smaller than the models previously known in Canada, and is primarily intended as a four seater. Despite reductions in all dimensions the interior size is only slightly less. Price here should drop \$200 from what we have

been paying. Power is provided by a four cylinder 1,500 c.c. engine turning out 52 bhp—placing this car in the identical class with Austin and Hillman. Syncromesh is provided on all three forward gears. All told, if the price is put at a decent level by the Canadian distributors, it's a car which will sell well in our two-car family market.

CURLING

The Stn. curling schedule is now completed. Wed. evening S/L Graham defeated F/L Sparks for the club championship. Members of the winning rink were S/L



Left to right: S/L Graham, Mr. Kruschel, F/L Brackenbury, F/L Morton.

Graham Skip, W. Kruschel, F/L Brackenbury and F/L Morton. F/L Sparks rink consisted of F/L Sullivan, F/L Piercy and F/O Murdock.

The other two teams getting into the semi finals were WO. Ogren and Sgt. Barnes. WO Ogren was defeated by S/L Graham while Sgt. Barnes was beaten by F/L Sparks.

Yesterday afternoon The finals of the Inter Section league were



Left to right: S/L Graham, Cpl. Hodges, Cpl. Pagett, F/L Brackenbury.

played. Again S/L Graham opposed F/L Sparks but with different rinks. S/L Graham won the game to make a clean sweep of championship events on the unit. Members of the winning team were S/L Graham, Cpl. Hodges, Cpl. Paggett and F/L Brackenbury.

Members of F/L Sparks rink were LAC Ramsay, F/O Sheppard and F/O Wilson. The curling club will close the season with a banquet and dance in the Old Drill Hall on the 26 of April. This corner would like to see a good crowd out to show their appreciation for a job well done by their president and his executive. Congratulations are extended to S/L Graham and both his ranks on a fine season.

BADMINTON



F/L Nasi receives the cup for Winnipeg, tie winners of aggregate.

Stn. Winnipeg was host to the 14 Tr. Grp. Badminton finals on the 29 & 30 of March. A single round robin tournament was played. Stn. Winnipeg and Stn. Gimli



LAC Julion of Stn. Gimli receives cup for Doubles.

competed for the 14 Tr. Grp. Championship with 17 points apiece. Stn. Portage la Prairie placed third. Stn. Gimli won both single events with Sgt. Jorgenson winning A. Group and Sgt. Fehrman winning B. Group without a loss. Both boys went through undefeated. F/O Nasi and Cpl. Tucker of Stn.

B Y



Sgt. Jorgenson of Stn. Gimli receives cup for Singles "A".

Winnipeg placed second in these events losing one game apiece. Stn. Moose Jaw won the doubles



Sgt. Fehrman of Stn. Gimli receives cup for Singles "B".

competition going through undefeated while Stn. Winnipeg placed second. On the Winnipeg doubles team were Sgt. Demers and F/O



A. P/O Warren and Sgt. Larsen of Stn. Moose Jaw receive cup for Doubles.

Nasi. At a social evening on the Saturday evening S/L Hardy of

AL RAMSAY

Grp. presented the trophy to Gimli who will hold it for the first six months and Stn. Winnipeg will have it for the last six months.

SKEET

At a meeting held in the New Rec Hall recently the following personnel were elected to office:

Pres., F/L Herbert, L. 227
Vice-Pres., WOL Brown, L. 243
Secretary, LAC Coxen, L. 276.

Any information you desire on Skeet Shooting this year can be obtained by phoning any of the above group.

ROD AND GUN

At a meeting held in the Fire Hall April 9 the following were elected to office:

Chairman, Cpl. Hodgins, L. 386
Vice, Cpl. Zillman, L. 501
Secretary, LAC Dickens, L. 501

This club had a very good turn out and have high hopes for a banner year. Any information needed can be supplied by phoning the above people.

FENCING

At a meeting held in the New Rec Hall recently APO M. Jones was elected chairman for the coming season. At this meeting it was stated that a top Hungarian Olympic Fencing Champion had been obtained for top calibre instruction. All personnel and dependants who would like to learn to fence are urged to attend. Fencing equipment is available at Sport Stores.

VOLLEYBALL

The 14 Tr. Grp. Volleyball finals where held in Moose Jaw over the week end, Stn. Moose Jaw winning the tournament. Stn. Winnipeg placed second. In the round robin tournament Winnipeg defeated Claresholm but lost to Stn. Moose Jaw in the final game.

TRACK AND FIELD

Stn. Winnipeg's cross country team led by their coach F/O Barnard tied with Flying "M" for top honors scoring 19 points apiece in their 3½ mile Rd. Race on the

20 April. Flying "M" placed 1st, fifth, sixth and seventh for a total of nineteen points. Stn. Winnipeg placed 2nd, 3rd, 4th and 10th for 19 points. Winnipeg Hounds placed third with 50 points.

PLAY BALL

By T. J. HIND

In January 1956 when Whitey Kurowski decided to hang up his spikes and forsake the headaches which beset minor league managers, Winnipeg Goldeye officials were extremely disappointed. They had signed the former Cardinal great to pilot their 1956 Goldeyes and Winnipeg baseball fans had been very receptive to the signing.

A replacement of Kurowski's calibre was not easy to find, but with the co-operation of the parent St. Louis Cardinals several candidates were quickly lined up for consideration. The Goldeye front office had little difficulty in making a selection. He was 30-year-old Vernon Benson, a 5-foot 10-inch, 185-lb. North Carolinian, who since 1946 had played for the Philadelphia Athletics and the St. Louis Cardinals in the majors, but spent most of his time in triple A company with Toronto, Rochester and Columbus.

In his rookie year at the helm of a club the stocky Benson did a splendid job guiding Winnipeg to its loftiest perch since rejoining the Northern League in 1954, a second place finish behind the Eau Claire Braves. Benson's feat was all the more noteworthy because the Goldeyes as a club rated 5th in batting, 4th in pitching and last in fielding. Conceding the necessity of good pitching for a club to get anywhere, it is well to note the

Goldeyes finished with the same mound staff that started off the season, in itself a rarity, and the most number of triumphs by a single hurler was the not too impressive total of 11.

As though his work as manager was not satisfactory enough, Benson also played in 109 of the 118 games played by the Goldeyes, the most by far of any playing manager. St. Cloud's Charlie Fox participated in 83 games, many of them in a pinchhitting role only. Benson's demonstrated versatility—24 games at second, 13 at short, 63 at 3rd and 5 in the outer gardens—only enhanced his value to the ball club.

Benson has had an extraordinary baseball career. Not many players move right from the sandlots into the majors but Benson did so in 1943, breaking in with Connie Mack's Philadelphia Athletics when only 19 year of age. However, his career was then interrupted and he spent 1944 and 1945 in the military service, seeing action in the European campaign. Benson rejoined the Athletics in '46 but at the end of the season he moved to Rochester in the deal that saw Eddie Joost go to the Athletics. Since then Benson has been a valued member of the St. Louis Cardinal organization, alternating from season to season between the parent club and its two AAA clubs at Rochester and Columbus.

In four of his AAA seasons Benson reached the coveted .300 batting mark. In 1955 he played 125 games with Rochester and walloped the key blow that enabled the Red Wings to win the International League championship. Benson had already signed a 1956 contract with Rochester when he was offered the managing position with Winnipeg. Because his playing days were numbered, he accepted the challenge, realizing it afforded him the opportunity to continue in the game when his playing days are through.

Benson is the first Goldeye Manager to be rehired for a second term, further indication of the esteem in which he is held by Winnipeg club officials and fandom.

Benson was born on September 19, 1925 in Granite Quarry, North Carolina where he still resides. He is happily married, with a 9-year-old daughter and 6-year-old son, who will follow in his Dad's footsteps.

Northern League Affiliations
TEAM

Aberdeen Pheasants
Duluth-Superior White Sox
Eau Claire Braves
Fargo-Moorhead Twins
Grand Forks Chiefs
St. Cloud Rox
Winnipeg Goldeyes
Wausau Lumberjacks

PARENT CLUB		LEAGUE
Baltimore Orioles	(AL)	
Chicago White Sox	(AL)	
Milwaukee Braves	(NL)	
Cleveland Indians	(AL)	
Pittsburgh Pirates	(NL)	
New York Giants	(NL)	
St. Louis Cardinals	(NL)	
Cincinnati Reds	(NL)	

1957 HOME GAMES

DATES	Visitors
MAY	
4*-4-6	Fargo-Moorhead
7-8-9	Aberdeen
17-18*-18	Eau Claire
20*-20-21-22	Wausau
JUNE	
1*-1	Grand Forks
4-5-6	St. Cloud
7-8*-8	Duluth-Superior
17-18	Wausau
19-20-21	Eau Claire
JULY	
1*-1-2-3	Grand Forks
9-10-11	Aberdeen
12-13*-13	Fargo-Moorhead
15-16-17	St. Cloud
18-19-20	Duluth-Superior
29-30-31	Eau Claire
AUGUST	
1-2-3	Wausau
5*-5	Grand Forks
13-14-15	Duluth-Superior
16-17*-17	St. Cloud
20-21-22	Fargo-Moorhead
29-30-31	Aberdeen

*Denotes Holiday or Saturday Split Doubleheaders.

ALL-STAR GAME — July 27-28 at Home Park of Club in first place after July 5th games.

SCHEDULE — Is in two halves—first half ending after July 5th games.

PLAYOFFS—Commence Sept. 3 or 4: First half winner versus second half winner. 3/5 series.

ATTENTION—Watch for advertisements covering Exhibition Games to be scheduled.

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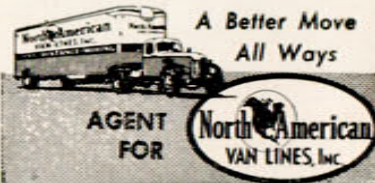
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NEWS

(Continued from page 7)

PMQ NEWS

Tenderfoot pins and service stars were presented to several of the Girl Guides before Easter.

Service pins (2nd year) were presented to Brenda Patriquin and Donna Rose; first year stars went to Joanne Galbraith, Patricia Saunders and Karen Slaght.

Lynn Johnston, Anna High, Darlene D'Amico, Carol Slaght, Lynne Comar and Paulette Coullier all received their enrollment tenderfoot pins. Presenting the pins was Mrs. J. McArter (captain), with Mrs. R. Young (lieutenant) assisting.

* * *

LAC G. Rioux flew to Ottawa for Easter week-end to visit his family, Mr. and Mrs. C. Rioux.

* * *

Mrs. A. G. Stewart and Mrs. K. H. Smith were hostesses at the home of Mrs. Stewart for a surprise going-away party for Mrs. R. Sutton, who was leaving for Trier, Germany (on March 22). Twenty guests were present. The guests donated towards a gift certificate. A lovely lunch was served, including a "farewell cake." A friendly evening of bingo and prizes was enjoyed by all.

* * *

Cpl. and Mrs. J. M. McArter and family spent Easter week-end at Killarney, Man., with parents.

* * *

Miss Noella Tellier, of Calgary, spent Easter week-end with Sgt. and Mrs. J. A. Tellier and family.

Mrs. E. Benner, of Vancouver, B.C. is at present visiting Cpl. and Mrs. R. Benner and family.

* * *

Mrs. V. Tennant, of Wainwright, Alberta, was a recent visitor of Sgt. and Mrs. R. Senft and family.

Mr. and Mrs. D. MacLeod and family, from Kentville, N.S., were recent visitors of Cpl. and Mrs. M. McArter.

* * *

C.P.O.4 Wood, J.W., from Fort Churchill R.C.N., was a recent visitor of Cpl. and Mrs. McArter, en route to Washington, Washington.

(Continued on page 19)

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WINNIPEG, MANITOBA

FS. Labrash, NCO i/c Armament at Station Winnipeg, was born in Port Hope, Ontario, a well-known community on Lake Ontario, of which Toronto is a suburb. He joined the Non-Permanent Active Militia in 1939, serving with it till 1941, when he joined the RCAF as a GD.

At RCAF Station Aylmer, Ont., he remustered to Armament. From Mountain View he was posted to Vancouver. The next move was to 111 Fighter Squadron at Kodiak, Alaska, and from there to Patricia Bay. In January, 1944, he was posted overseas, winding up at Ayr, Scotland.

One of the original members of 440 Squadron, 2nd Tactical Air Force, which flew out of France, Germany, Belgium and Holland, and war's end found him at Flensburg, on the border of Denmark.

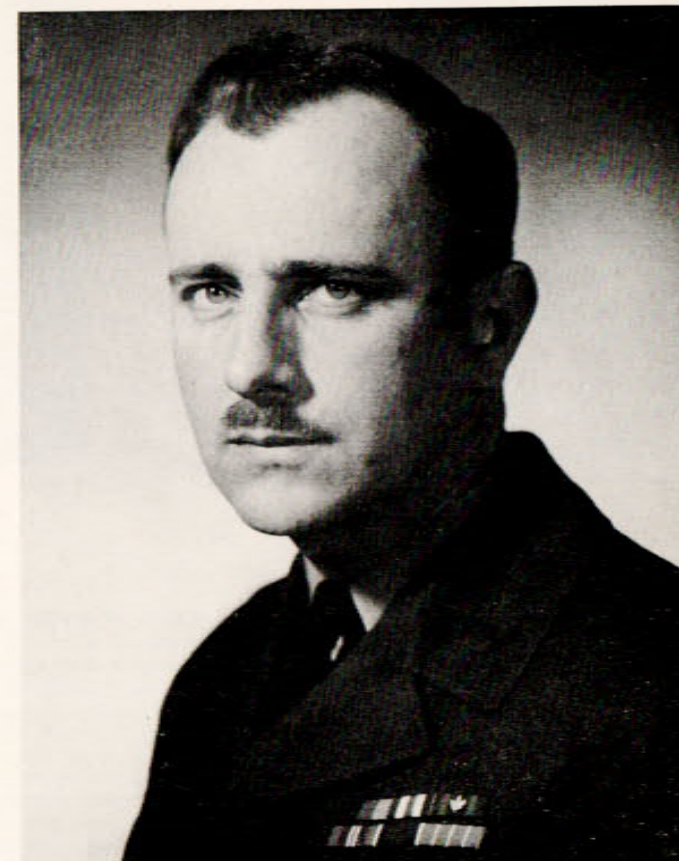
Released in 1945, he re-enlisted in 1948 and is still proudly wearing the Air Force blue. Since then he has had a varied experience—instructor at Trenton, Exam Unit at Camp Borden, and finally to Station Winnipeg in 1956.

He was married in 1941 at Port Hope to Audrey May Thompson. They now have three children—Barbara Anne (12), Peter James (10), and Michael William (9).

His main hobby is one that peculiarly befits a man in the Armament trade—he collects old rifles—e.g., an Enfield rifle used in the period of the Riel Rebellion. It is easy, he says, to collect weapons, a great abundance of which can be found in attics, farmers' sheds, etc. He is also a keen stamp collector, and his collection at one time totalled 15,000. His collection of

Personality

FLIGHT
SERGEANT
J. E. LABRASH



pistols once totaled 65, including a double flintlock, an "over-and-under" carried by a ship inspector at the Boston Tea Party, and many other historically interesting items.

However, upon re-enlisting in 1948 the entire collection was disposed of and at present he is rebuilding a collection of antique arms.

He also builds model ships and has a collection of antique model cannon.

He is a life member of the Aquaterrans of Canada, which was organized two years ago by seven in-

structors of the Armament training branch at Camp Borden, Ontario.

It is now a recognized club at Camp Borden and is affiliated with the Underwater Club of Canada. The primary purpose of this club is exploration, underwater photography and salvage operations.

For a man with interests as varied as Flight Labrash, there can be few dull moments, and his energetic enthusiasm is reflected in his section. VOXAIR takes pleasure in spotlighting Jack, an asset to the professional and off-duty activities of Station Winnipeg.

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Judy Cunningham



Valerie Herbert



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25TH BROWNIE PACK



Marion Boriou

The 25th Brownie Pack was re-organized in September 1955 after having disbanded for approximately two years owing to lack of leaders.

Meetings were commenced with a membership of 37. Fortunately, this was reduced to 28 Brownies, owing to transfers, postings and a "Fly-up" Ceremony. Rules and Regulations state that "A Pack should have no more than 24 Brownies" and we hope to fall into this category in the near future. The formation of another RCAF Brownie Pack called the "94th" has greatly reduced the pressure on the 25th Pack.

Besides doing "a good turn each day" these are some of the things in which the Brownie tries to live up to her Motto, "Lent a Hand":

- They assist the Catholic and Protestant Ladies' Guild with their bazaars.
- Assist with the Girl Guide Cookie Sale which is an annual event.
- Attend Day Camp where they learn new projects and learn to mix with strangers.



Photos by Cpl. D. Askett

—Make contributions to World Friendship Fund, District Bazaars, buy equipment and books with their dues or "Fairy Gold."

—Sell tickets for the Guides' Annual Tea which is held in December.

The Brownies have done wonderfully well with Proficiency Badge Work. To date these are the badges which have been earned: Athlete, Artist, Collector, House Orderly, Observer, Skater, Swimmer, Toy Maker and Writer.

We have 13 Golden Hand or First Class Brownies, 10 Golden Bar or Second Class Brownies and 5 who are almost through their Golden Bar test. To accomplish the above has been a lot of work for the Brownies as well as the Leaders. However, if we succeed—if only in a small way—in assisting the girls to prepare themselves for happy, useful lives with a desire to be of service to others, then it has been worth the effort.

The leaders are:

- Brown Owl—Miss Iris White.
- Tawny Owls—Mrs. Monica Hancock, Mrs. Hazel Smith.



Linda Stack



Diana Saunders



Judy Lindsay



Gloria Boszkowsky



Marilyn King



Cheryl Rowe



SHIRLEY HARMER and GEORGE MURRAY VISIT WINNIPEG

Photos by Cpl. D. Askett

It was fortunate that we had been forewarned of Shirley's visit and were able to get a cameraman on the spot, for when the people in the TCA Depot heard she was aboard, you couldn't find a place to stand.

In interviews with Miss Harmer, we learned that Canada may again lose a Canadian star to Hollywood. A studio in the film capital is planning a musical in which Canada's Shirley Harmer may appear as the star.



The City of Winnipeg played the part of host recently to a beautiful and gracious young star in the Canadian entertainment field.

Anybody who watches television in this city knows the name of Shirley Harmer, the young lady who entertains you every Sunday night with her singing of songs both old and new.

When meeting somebody on a plane or train, you expect them to be tired, but Shirley stepped from the aircraft looking like a breath of spring and you can believe us, she was just as welcome.



We don't like to lose a person like Shirley, but then talent can't be hidden forever from view.

Our interview at the TCA waiting-room couldn't last too long because Miss Harmer was to attend a dinner at the Royal Alexandra Hotel.

The dinner was being given in aid of the Winnipeg Rangers' Hockey Club and Shirley was a Guest of Honour.

Mr. George Murray was with Shirley and we must hasten to apologize if we appear to have forgotten him. Believe me we haven't. It was simply a case of a pretty girl in our midst, so please forgive us for what appeared to be an oversight. We'd like to say here to our male readers that in service talk, George Murray can be described as a "good Joe."

The first thing you notice about him is his fine sense of humour. He was most co-operative when asked the million questions celebrities are always asked.

Sometimes, people in public are asked embarrassing questions and this reporter put his foot into it when he asked a question about the star's weight, hoping to get some helpful hints.

In the good humour George displays on television, he looked at this reporter and said to sit back and enjoy life. His grin was worth seeing and he put all of us at our ease.

We were then invited to attend a social function at the Royal Alexandra which was held the next evening and along went LAC Les Brown.

Shirley Harmer and George Murray went out of their way to help us obtain photographs and a further interview with them.

As we've said, these two persons are very gracious and Canada can be proud that it has produced persons with the talent Shirley and George possess.

Among the guests at the event were: Mayor Stephen Juba of Winnipeg, CBC sports commentator Jack Wells, "Muz" Patrick, general manager, New York Rangers, and Alf Pike, coach of the Winnipeg Warriors.



NEWS

(Continued from page 13)

115 COMMUNICATIONS FLIGHT IN MIDDLE EAST

"No matter how good your air-crew are, to sustain efficiently an operation you must have a good maintenance section, and we've got a good one," said Squadron Leader Verne Rutherford, of Vermillion Bay, Ont., Officer Commanding 115 Communications Flight stationed here with UNEF in the Middle East. "Pipper and his crew deserve a lot of credit."

Pipper is Flight Lieutenant J. P. Elliott, whose adopted Canadian home is Vancouver. Born in Liverpool, England, he served in the Imperial Army and the RAF during the Second World War. He came to Canada via Australia and, within a year of landing at Vancouver, joined the RCAF as an engineering officer. His crew is composed of 39 airmen of air technical trades who hail from all parts of Canada.

Late in December, 1956, a phone call to F/L Elliott at his office in Air Force Headquarters directed him to prepare four Otter aircraft and a pack up kit to sustain them for 30 days in the field, for shipment aboard the aircraft carrier HMCS Magnificent to Egypt.

The aircraft were flown to Halifax where the wing and tail assemblies were dismantled and crated. The engines and exposed parts had to be inhibited and protected against sea corrosion. The equipment was then loaded on a scow, floated out to the aircraft carrier moored in Bedford Basin and loaded aboard.

The fuselages were stowed in a hangar in the after part of the ship. The crates were put in a forward hold, a move which later paid off.

The travelling companions of the aircraft were Sgt. Frank Gowdie of Ottawa and Cpl. G. G. Lewis of Drumheller, Alta., an air frame technician.

On January 10, F/L Elliott and technicians arrived at Abu Sweir. Their working quarters were in a badly damaged hangar and the next few weeks were to test their ingenuity and ability to improvise.

The "Maggie" arrived in Port
(Continued on page 26)

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VOXAIR VIXEN Jenne Addison

The Voxair Vixen this month is Jenne Addison, a northern Ontario beauty whose phone we have misplaced. Her 35-25-35 figure is an interesting number, we believe.

Photo by Cpl. D. Askeff

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SECTION NEWS

EXPEDITOR SERVICING

Word from No. 10 hangar would suggest the advent of spring for sure—what with all the boys getting their boats, fishing gear, and maps in order.

Another sure sign of spring in Manitoba is the parking lot (?) by No. 11 hangar. We understand that one of the NCO's nearly lost his '52 Chev. in the mud out there.

Ah, well, Spring! It's wonderful; it really is. Another way we've noticed it projecting itself is by the way of the love bird. LAC Auger is one of the affected ones and is contemplating marriage later this year.

At this time we'd like to welcome several new people to the hangar. Recently promoted is Sgt. Gervais, in from ground handling. On the crews, there are LAC Monday from Ottawa, LAC O'Neil from overseas, LAC Wetherspoon from Ottawa, LAC Miles and LAC McGill from overseas. On the exchange, LAC McKnight went to Engine Bay, changing places with LAC Cotton.

The newly-promoted sergeants, Desrossiers and Novak, have both left and are now in 16 hangar and 11 hangar respectively.

The new corporals, Duffield and Kostelnik, have stayed home but traded crews.

Friends of LAC MacKinnon will be heartened to hear that he boarded one of those good old Air Force aircraft by himself for the trip to Halifax Military Hospital, where he will be closer to his home. The unfortunate young man has been suffering from an attack of sclerosis.

Now that's about all, so good-bye until next time.

Oh, yes! Welcome to the parking lot with the new car, Flight.

* * *

DAKOTA SERVICING

ACTION: The only 24 hr. around the clock, working on the servicing of aircraft, are the people that make up the ground and air crew of No. 11 Hangar.

Under the guidance of F/S Hawes R.F., i/c of No. 11 Hangar,

this enterprise functions. Serviceability of A/C is top priority, to follow with the general appearance of the A/C and the section as a whole.

PROMOTIONS: This beehive of industry hit the jackpot on the last promotion board, though late we wish to congratulate F/S (Norm) Dixon, Sgts. Gaudet F. R., Novak A. C., Williams E. L., Cpls. Champigny J. A., Thompson M. E., Ulrich C., Bates J. We also wish to extend a warm welcome to all the newcomers in the past month or so. Also a fond farewell to those who have left our family for greener fields.

PRODUCTION: We now extend congratulations to Cpl. Champigny and his good wife Leila (a girl). To LAC (Geo.) Vollick and his good wife Alma (a boy). To Cpl. (Mel) Thompson and his good wife Marlene (a girl). Our gang not only produce on the hangar line but on the home front as well.

SOCIAL LIFE: Either stag or mixed, the boys around here are always ready for a good party. In our next report we hope to be able to state the happenings of one good 11 Hangar Party.

FLY BOYS: With the new intake of pilots in 11 Hangar we have not been able to meet you personally, but welcome and good DAKOTA flying, fellows.

CPL SAM SIMPSON

* * *

MITCHELL SERVICING

Once again it's time for a note from No. 4 Hangar, concerning the latest in births, marriages and parties. The coming of spring has brought a welcome relief to the rigors (and fitters) of this western climate and the old place is beginning to come back to normal. We even had the odd Mitchell come back serviceable during the last few days, which has left a little more time for spit and polish.

Also swept up in the spirit of things, were two of our group, LAC Barnes and LAC Bourrie, who with their brides, the former Mary Irene Rose and June Elaine Barnes (yup, brother and sister act) were mar-

ried in a double ceremony in the Station Chapel March 16th.

Once more promotion day has come and gone, and two of our top workers were promoted to Corporal. They were Johnny Crock and Al Hoffman. Our congratulations to you both.

Now it's party time again, as well as springtime, and we're having our "do" on April 5th. A section party is always a pleasant thing for our group, and we're looking forward to it. It is also a good time for newcomers to become better acquainted, three of whom are Cpl. Dandurand, LAC Cam and A.C. Taylor. Also new to the section, but detained in the hospital, is LAC Robertson.

In the exchange of personnel we are losing LAC Kinch to 16 Hangar, one of the longer established, and our best wishes go with him. Rumour also has it that John is contemplating marriage, sometime in the fall, probably September.

Some of the engine boys are gradually getting to Vancouver for their tour through the Bristol factory, to see if they can discover more of the hidden mysteries (both natural and scientific) of the Mitchell engine. Recently returned from there is Sgt. Siford. Attending the course at present is Cpl. Simmons and due to leave shortly is Cpl. Carnaham.

That's about all the news for now, so we shall leave with the hope that everyone practises safe driving and stays alive.

DAKOTA REPAIR

Congratulations to former LAC's Dunn, McIsaac, Hamel, Atkinson and Dunham, who were promoted to corporals on April 1.

Wonder what a certain rigger's wife said when she came home next day after the big party was held at their apartment on promotion night, but he even had the nerve to tell us she pitched in and helped him clean up. When is the next party, Brunence?

Little Ed came to work the other day with a bleeding nose and even told us it bled all night. We think

his wife hit him before he left for work, or else he put his brakes on his car too quick and hit the windshield!

Anyone see Mac swinging in front of the curling rink a couple of weeks ago in full dress?

Congratulations to Sgt. Irvin on birth of a baby girl, also to Sgt. Englehoit on birth of a baby boy.

Wonder what corporal is buying hair grower the last couple of weeks.

* * *

WORKSHOPS

Congratulations are the order of the day in our section. First—to LAC and Mrs. Jensen on the birth of a bouncing baby girl. Gone are those full nights of sleep, boy. . . . Congratulations also to "Skip" Al Hodgins for his success at the bonspiel at Lethbridge recently.

Well, promotion day has come and gone, and left us only one happier fellow, Percy Kemp. Nice going, Percy.

That's all from the Workshops for now. See you again in the next issue.

—DENIS.

COMP. ENGINE AND TIRE BAYS

Congratulations are in order to Sgt. Gervais and Cpl. Danyleyko, of the Component shop, and Cpl. Chaisson, of the Engine Bay, on their recent promotions.

Farewells are being extended to Sgt. Gervais, moving on to 10 hangar; Cpl. Merriam proceeding to 11 hangar; LAC Catton to 10 hangar; LAC Werboski moving to 2 hangar; and LAC Mauriello going to 4 hangar.

The blood pressure of those eligible has returned to normal after the pre-promotion fluctuations and post-promotion posting anxiety. The era of European sports cars is rapidly reaching a climax in the section, due to the engine failure of LAC Collett's Austin during a trip to the West Coast recently. LAC Mauriello was overcome by spring fever when he fell in love with a red and black 1950 Ford convertible. Sgt. Gervais is being continuously harassed by his spouse, due to the unfortunate modification to his new ranch wagon on promo-

SECTION NEWS

tion night. One would think, with all the vehicles in these sections, that someone would give Sgt. Comar a ride home. (Hint???)

Although carrying the load for the remainder of the station, we are continuing on in true tradition.

—F. W. FALLOWS.

ARMAMENT SECTION

This being the first of many articles to be written by Armament personnel, we wish to extend a "heartly welcome" to all newcomers on RCAF Station Winnipeg.

Congratulations are in order for all you fortunates who were promoted on the unit (they missed us again).

After a long and patient wait Sgt. McNeil is now in PMQ's. "Welcome Joe."

We all wish a "Get Well Quickly" to Sgt. Arcand's son Richard.

Can anyone on this unit besides "Betty" tell us why "Kip" is coming to work with that distant look in his eyes. When's the big day, Kip?

Who is it that has his "legs" knee deep in the oil wells in Albert? Strike it rich Fred.

Who said Tony couldn't drive? Carry him out to his car.

Congratulations to Mr. and Mrs. Ron King and Mr. and Mrs. Bob Foster on additions to the family (both girls).

All you eligible personnel that are interested, why don't you eat, meet, and skeet with "Joe?"

May the overseas tour of LAC Tomchuk be a most pleasant one.

Cheerio for now and you will hear from the Armament Section in the very near future.

SHOTGUN HARRY

SAFETY EQUIPMENT

After a series of moves around Station Winnipeg, the S.E. section finally received permanent lodgings on the second floor in No. 16 hangar, and FS Boeriu remained tutor of the S.E. clan.

Each morning, at exactly 15 minutes to 8, a group of determined and happy S.E. techs answer their call from the tattered little brown

book. Each afternoon the grand performance is repeated.

Sgt. Kumpula, our capable and well-liked sergeant, has finally received his break. We're sure the Sergeants' Mess will miss his incentive and initiative behind the "Eight Ball," in the key position that he held for the past six months. We're happy to have you back in the section.

Cpl. Janski is our "couriere de bois" of the section and silencer of the panic button pressers. His job, in effect, is that of a crowd-pleaser of Sr. NCO's in distress in maintenance and servicing hangars. (Please note that his boots are fitted with Cat's Paw heels and Neolite soles.)

Cpl. Buydens recent underwent a mortification, changing him from a S.E. tech to a well-groomed bin rat in coveralls. (Helper of the S.E. Supply).

We extend our congratulations to LAC Haswik and LAC Taylor on their recent promotion to corporal.

LAC Graule, a permanent fixture (INV. 168) in the section for over five years, was transferred to Trenton. One happy boy, LAC Berge, another of the chosen few, was very pleased to hear of his transfer to Portage. Good luck, boys; we'll miss you.

AW Hurst must have run into some money because now she puts around in a big green bomb. Maybe Hill will get to work on time.

LAW Kerr is awaiting her release. We wish you the best in whatever you chose to do.

LAC Wylie is leaving us next week for civic street. He's got a lot on the ball and we wish him all the best.

LAC McClusky and LAC Acisn are the proud fathers of baby girls (Ellen Marie and Cindy Lou).

Recently the S.E. section has been badly crippled by nature's most powerful force, "Love." Our "Boots" (LAW Fednik) will be having her life-long dream come true—because wedding bells will be ringing soon.

I hear that our Ken Blowing was fined \$10.00 for speeding from his residence to the S.E. section. Don't

forget the speed limit is only 15 miles per hour, and you gotta have a car.

LAC Hallet has returned to the section after a 30-day rest. Too bad it had to be spent in Winnipeg.

Guess that wraps it up for now. So until next time the situation is just SNAFU.

—A. W. WILLIAMS.

M.E. SECTION

After a quick reece around the map of Italy, the nearest we came to finding a place called Capo Di Chino was the vicinity around Naples and Mt. Vesuvius. 435 Squadron is stationed at Capo Di Chino and that's where LAC Luigi Iamónico is going this month. He will be spending 14 days embarkation leave in Montreal with his family. Luigi will be attached to Air Transport Unit, UNEF.

LAC Clifford Doak is embarking too, he just set sail on the long and rough sea of matrimony, so here's to you Cliff and best wishes.

Other movements around the Mobile Equipment Section:

Sgt. Ernie Runge has just returned from Montreal where he was taking a four-day course on the operation and maintenance of Dominion cranes at the Dominion Engineering Company.

By the time this edition is out, F/S Carmichael will be in Centralia, after 4½ years here at Winnipeg, and, Sgt. Nelson would have been enroute to Portage la Prairie except for a deferment of his transfer from April 28, 1957 to June 1957.

LAC Harold Eckert moves bag and baggage to Aylmer for one month. He'll be back in the classroom for four weeks taking a course on Diesel Electric. And, of course, when the classroom closes down for the weekend, Harold will undoubtedly hit right up to Toronto for some real entertainment. After a taste of Canada he might be somewhat reluctant to come back to Winnipeg.

Our section volleyball team, the "Fender Benders," unbeaten on the station, lost two games to Moose Jaw on the weekend of April 13-14, placing them in second place in the 14 Training Group play-offs,

Moose Jaw 1st and Claresholm 3rd.

Volleyball team players: Bob (Ski Nose) Davies, George (Banana Nose) Lesage, Paul (Happy Hooligan) Houle, John (Bandy Legs) Jones, Andy (Stainless) Al-lard, Luigi (Spagetti) Iamónico, Stan (Spiker) Fletcher.

That's about all in the line of movements around the M.E. except for the transfers some of us would like to get. A few of us have been here so long we're beginning to think the world is flat???

WHAT'S NEW AT 3 CU

Well, now that the promotions parties are all over for 1957, everything is back to normal at our unit. Congratulations to Sgt. Allison, Cpl. Ross and Cpl. Elston on their recent promotion; they all deserved it. To all the other fellows, don't feel too bad, as they always say "There will always be another April 1st."

3 Comm. Unit will soon be losing six of its best operators—two airmen and four airwomen. They are: LAW's Vi Carr, Audrey Righton, Arlene Evanoff and Mary McGhie, who are all off to civy life. Vi and Audrey will continue their trade with an oil company, and Arlene is going to take nurse's training in Victoria, B.C. Good ole B.C. As of yet, we don't know what Mary will be doing. Cpl. Frank Fazakas will be going into partnership in a service station business, States side. Lots of luck, Frank, in your new venture. Cpl. Murray Fish is being transferred overseas to 1 Air Div., which is their gain and our loss. I hope you have a pleasant trip, Murray.

One of our wee operators, by the name of LAW Sheila Keep, is taking the big plunge. Sheila will be getting married May 4th. The lucky fellow is LAC Ken Newman, of Stn. Winnipeg. The two have got their cosy little nest picked out already. The best wishes to the two of you, and may all your troubles be little ones.

And oh, yes! I just about forgot. Here is a very special announcement: LAC and Mrs. Rickwood were blessed with a wee daughter, 8 lbs. 1 oz., on March 16th. And for now I sign off till next time.

—LAC RANDY RICKWOOD.

STATION TELECOM

After a jammy week-end spent in Waco, Texas, with our Mitchell Squadron, "Cy" Taylor has been dubbed with a new monicker—"Tex," of course. The Canadians were most welcome in Waco, having brought them their first rain in three years. We understand that they will call on us again whenever it gets dry down that way.

Naples, Italy, is another place we've all heard and read about but will probably never see. However, LAC E. R. Jackman will be leaving for there on April 20th to see if it's all true. He promised to mail us his true, unbiased opinion of the place. If what he will judge his opinion on passes our censors, you will be posted on his reports.

The cold NORTH has called two of our Tel. Grd. people. WO2 W. O. DeLong is busy selling his TV prior to leaving for Churchill on June 24. The other "frigid midget" is LAC Farrell, posted to Whitehorse.

Clinton couldn't get along without FS "Bub" Johnson, so have called him back, after allowing him to spend the past two years with us. Along with the Flight have gone our Tel Maint O, F/O B. L. Gartner and Cpls. J. C. Dabe and D. Kirby, for six weeks of TD.

LAC Diehl and family have left for their new home, Greenwood, N.S., in a "Sedan Delivery." AC1 R. N. Upcotte has selected the air in preference to the safe ground and will arrive in 2 PSU (O) London on April 23rd.

The cheers were in the majority to the tears in the Telecom Section promotion day, as we scored 13 well-deserved rank hikes. This, by the way, is a record in post-war promotions. Congratulations to the following: FS T. L. Nicholson, Sgt. J. F. Bennett, Cpls. J. W. Metcalfe, A. J. Chalmers, J. R. King, G. E. Coffey, W. L. Edge, J. Russell, W. Bothwell, C. H. Richmond, J. C. Therien, D. C. Tucker, and D. K. Thompson.

With two weeks left to play, the Telecom bowling team of LAC's Truelove (no relation to the song), Williams, Wiens, Harvey and Cpls. Russell and Tucker are 183 pins ahead in the Stn. bowling finals. May the best team win, and all of us are hoping it is ours.

The new faces you see in our section are Sgt. A. M. Donaldson, from Clinton, and Cpl. McKenzie, from Greenwood. We also have a new member in our workshops in the person of F/O Cooper, from Queen's University. He has donned a pair of coveralls and is working with the men on the equipment as a contact trainee until October, 1957. Welcome to all of you, and we hope your stay is a happy one.

The word in closing is a warning extended to all who may be in the market for a green 1950 Chevrolet. . . . BEWARE, for it may be the wreck WO1 Brown traded in on his new '57 Nash Rambler. *A word to the wise should be sufficient.*

—SUDS.

TELE-COMM

"The Big A" had a very busy hour in a last-minute dual purpose party on March 12th. Six "tele-commers" gathered there to bid farewell to two old teammates: Cpl. Jack Ryland and LAC Jim Knettle. They had been with us for four and two years respectively, and were now leaving us for a new assignment at Station Clinton.

After swapping stories of old times (in between gulps), "Time, Gen-tele-men, please," brought an abrupt end to a most enjoyable hour.

Everyone's sincere thanks for Jack and Jim's fine esprit-de-corps shown over the past was aptly conveyed to them by the S Tel O, S/L T. A. Calow, who presented them each with a lighter-cigarette case as a small token of our appreciation and best wishes for their future.

—A.F. LEXADINGTON.

FLYING WING

Although the wheels (not to be confused with brass) are constantly humming around Flying Wing these days, sensational news is scarce and at a premium.

The repair and servicing crews are busy patching up our airplanes and we are busy flying the hours; and it seems the better they fix them the more we fly, and the more we fly the more they have to repair them. Sounds rather silly we think—oh, well.

A few changes have recently taken place in Flying Wing, with F/L Farris now at Maritime OTU,

with F/O Marty Plumstead and F/O Larry Rodewolt with 426 Transport Squadron at Dorval. These gents were sent off with all kinds of good wishes, and if the groggy departure they were given means anything they should do well and be very happy on their new assignment.

S/L Tenove, our co-ordinator, was away on a three-week super-secret course in the Maritimes, from which he recently returned with that keen and glowing look in his eyes. From now on a stern warning to our potential enemies. With his knowledge and our willingness, Flying Wing should be able to win the next conflict all by itself.

Our speed demons, F/Os Ken Bettles and Pick Pickard, will have to be very careful, following the stern warning they received from the local gendarmes. If they get caught again, the horsemen will probably take them for an extended holiday to the concrete resort at Headingly. A word to the wiser, if poorer, men for the contributions that were levied against them.

On this cheerful note we'll say *au revoir* until next edition.

—F/L LARRY CORBEIL.

ACCOUNTS

The Accounts Section has at last surrendered to the press! The names mentioned herein are fictitious, and any similarity to anyone living or dead is purely coincidental.

First of all, we welcome into our growing fold: AC2 John Berry, AW2 Maida Lent, LAC Kellar, all from 2MD St. John's; AC1 Leo Valliquette, from Clinton; LAW Pearl Hnatyszyn, from 1(F) Wing Marville; and last, but not least, LAW Eileen Campbell, a re-muster from Rec Spec trade.

While we are welcoming the above personnel, we are also drying away our tears and bidding farewell to a couple of well-known people: LAW Glendine Smith has had her wish granted and is sailing for 30 AMB Hangar in May; also Cpl. Gordie Forth has been transferred to 1 Aid Div., Metz. We extend our best wishes to both and may they long remember dear old Winnipeg.

Still on the subject of farewells, we mustn't forget that LAC Lloyd Cameron boarded the train for St. Johns, Quebec, at the beginning of March. We understand that the beer is better there and there is less work to do. LAW Esther Brundige has left the service for a new position—NCO i/c Housekeeping.

On the brighter side of Accounts, we had a few people on leave recently. One of them requested his leave so he could go "turkey chasing." Just what do you mean, Sgt.? What about you, Rosie—what was your excuse? Maybe Saskatchewan isn't so bad after all, especially when you have company!

Then there are some people who can't go on leave but seem to have some very exciting week-ends! What happened to your pipe, Joe? We have all missed the wonderful aroma the past few weeks. There is also one airwoman who reported for work one Monday morning sporting a slight shiner. Your excuse seems very feeble, Pearl.

One airman purchased a car recently, and would like suggestions as to how he can put his hands on more money in order to buy gas. Maybe we could start a gas fund—eh, Bruce!

Last, but not least, we mustn't forget to mention our newly-promoted personnel. They include our Flight Sergeant Licence, Sgt.'s L. A. Dann and J. F. Moore, Cpl.'s B. A. Weston, H. J. Smith and J. McQueen. Congratulations, boys, you have waited a long time for this. The parties that followed the promotions were well enjoyed by most of our members.

All gossip columns must come to a close and so must this one. Till next time, we bid you all a fond adieu and will see you again in the next issue.

Gridiron Heroics

By Tom Taman

They wave their arms. They run. They pass.

They hurl themselves into the mass of bodies, arms and knees—A spectacle of might and skill. Lives there a man who doesn't thrill

At watching referees?

NEWS

(Continued from page 19)

Said January 11, Half of the maintenance crew went aboard. So did seemingly every other member of UNEF, for sorely needed stores had arrived and no time was lost in unloading them. The first task was to clear an area on deck where the aircraft could be assembled.

Space was at a premium and the working area was surrounded by big packing cases. The aircraft were brought up from the hold one at a time on the elevator. The wing and tail assembly packing cases were manhandled aft and, while unloading activities went on up forward, the maintenance crew worked quietly and efficiently on the rear of the deck.

To attach the wings, an aircraft was lowered part way on the elevator and, as soon as one half was connected, raised to deck level. The aircraft was then manhandled around and the other half connected. The same procedure applied for the tail assemblies. Each newly assembled aircraft had to be checked and within six days the four Otters were ready to be flown off. The time taken to assemble and complete the check; a day and a half per aircraft.

Meanwhile, at Abu Suweir, hangar doors and windows had to be repaired. The pack up kits coming by road were opened, and ground handling equipment unpacked. Benches and chairs had to

OUTDOORS WITH BILL



... meet the lake trout*

Right across the Northland from the Great Lakes to the Rockies the Lake Trout can be found. But he is a pretty choosy sort of fellow about his habitat. He likes it cool and clean. Anything over 40 degrees is too hot for him, so as soon as the July sun starts to warm up his particular lake he heads for the deepest spots and stays there until the cold weather returns. Then he lives up to his Indian name "Namaycush" meaning "Dweller of the Deep."

The lure of these big fellows draws anglers from all over the continent to try their skill against them and Flin Flon stages a huge Trout Festival annually especially for them. For many years a giant 63-pounder caught by a lady from this town held the World Record. Last year commercial fishermen on Lake Athabasca captured a huge 83-pounder in their nets.

Early in the Spring the Lake Trout provide the finest sport of all as they are then in shallow water close in shore and may be taken on plugs or spoons and will often rise to a fly. During the summer months, special deep trolling equipment with metal lines and heavy sinkers is required to get to the depths where they spend the hot months of the year. It is not unusual to have to go to 200 or 300 feet deep to reach the big fellows.

The Lake Trout belongs to the same family as the Brook Trout and in recent years the two breeds have been crossed successfully to provide a new game fish known as the Splake which combine the Brook Trout's sportiness with the Laker's size. Like other trout, the Lake Trout's flesh is pinkish-red and though very fat is excellent eating.

Lake Trout feed on whitefish and a variety of other smaller fish and crustaceans and while they do grow to enormous sizes, the average probably runs around 10-15 lbs. in weight. While the invasion of the parasitical Sea Lamprey has killed many of them in the Great Lakes area, they are plentiful in most of the deep lakes that dot the whole of the Pro-Cambrian Shield across the northern prairies.

DREWRY'S THE CARLING BREWERIES (MANITOBA) LIMITED

*One of a series dedicated to the conservation of our wildlife heritage. Reprints available on request.

be made. The rear party was kept busy. The nails from the packing cases were saved and straightened and the lumber cut up and made into work benches, tables and chairs, to serve until such luxuries could be procured locally when things settled down.

One airman, Cpl. Bob Bromley, of Calgary, facetiously marked "Boyd's furniture" on his effort. His father once was a foreman with a company of that name in

Calgary. The idea caught on and still is a byword on the base. An airman told to "get it from Boyd's" knows it means but one thing—to make it.

"In the first few weeks," says F/L Elliott, "we lived out of a suitcase. The flight is moving to El Arish when we can be accommodated there. For that reason we are not unpacking fully. We have just graduated to living out of a trunk."

"Troubles?" he added. "Certainly we've had them. But we haven't missed a day of operational flying because of unserviceability, and we won't if we can help it."

115 Communications Flight is one of the two RCAF Air Transport Command elements serving with UNEF in the Middle East.

RCAF MAY RE-OPEN No. 11 SUPPLY DEPOT — ALYTH BRIDGE DELAYED

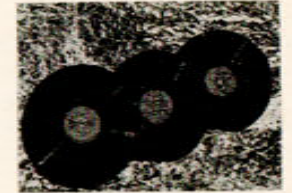
CALGARY—The city will not be calling for tenders immediately for the construction of a new Alyth Bridge, Mayor D. H. Mackay said today. Reason given for this change in plan is because the RCAF may make its No. 11 supply depot operational. Just returned from an eight-day visit to Ottawa where he attended a civic defence course for 100 mayors, Mayor Mackay said he also inquired about the Alyth Bridge. "There is the problem of land near the bridge, which is owned by the RCAF. Some of this property the city needs to construct the bridge," the Mayor said.

McKEE TROPHY

Squadron Leader Robert T. Heaslip, AFC, CD, 37, of Oshawa, Ont., has been selected as winner of the McKee Trans-Canada Trophy for 1956. S/L Heaslip is officer commanding the RCAF's 108 Communications Flight, Rockcliffe, Ont., and the award has been made for his contribution to helicopter operations during the construction of the Mid-Canada Line.

Beginning in February, 1956, S/L Heaslip's unit carried out the major share of the helicopter airlift which played such a vital part during the construction phase of the Mid-Canada Line. Six H34, six H21, and up to ten H19 helicopters were employed to airlift from lakehead sites materials required to build and furnish the Line installations. No. 108 Communications Flight flew approximately 9,000 helicopter hours during 1956, this total time being considerably in excess of what it was thought could be accomplished under the rugged conditions encountered. More than 10,000 tons of construction and electronic equipment and close to 14,000 per-

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sonnel were airlifted along the Line by the unit. This was carried out without loss of life.

These operations, unprecedented in Canadian helicopter history, were often made under hazardous conditions, and were flown over rugged terrain. Their success was largely the result of S/L Heaslip's energetic direction of the helicopter activities. S/L Heaslip personally flew extensively on these operations, and through active participation he evolved unique airlift techniques for a large variety of loads, including bulky antennae assemblies, large diesel engines, steel towers, and other equipment peculiar to the Mid-Canada Line operation. In addition, he was personally responsible for the evolution and perfection of helicopter cold-weather operating techniques, which allowed the operation to proceed smoothly under extreme climatic conditions in the field.

Through his devotion to duty and his unflinching personal belief in the value of rotary wing aircraft to both the military and the civilian Canadian aviation industry, S/L Heaslip has provided a valuable blueprint which will be a decided

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asset to the future of Canadian aviation.

The McKee Trophy, which dates back to 1927, is presented each year for meritorious services in advancement of Canadian aviation. Emphasis is placed on performance throughout the year rather than on a single brilliant exploit, and special consideration is given to the application of aircraft and aviation equipment to new and useful purposes.

Winner of the trophy for 1955 was Gerald Lester MacInnis, a pilot and captain with Maritime Central Airways, Mont Joli, P.Q., for his outstanding contribution towards the success of the Distant Early



FIAT G91 PASSES SOUND BARRIER

In the course of its general progressive experimentation schedule, the Fiat G91 prototype, with Dr. Riccardo Bignamini at the controls, has passed the sound barrier four times in succession at the height of about 30,000 feet during its 24th flight. The aeroplane's flight was perfect and the manoeuvre to disengage from the sonic barrier was particularly easy. The aircraft was supplied with the most modern recording instruments. The Fiat G91 is known as a light ground fighter.

A native of Uxbridge, Ont., S/L Heaslip joined the RCAF in February, 1941, and took training as a pilot. Throughout the Second World War he served with the number of communications squadrons based on Canada's west coast. In 1946 he joined a detachment of No. 435 Transport Squadron in Winnipeg and later served with 112 (Transport) Flight in Winnipeg and Rivers, Man.

In August, 1947, he was one of the first RCAF pilots to be trained in helicopter flying. He served as a recruiting officer at Winnipeg, Fort William and Hamilton until chosen to form No. 108 Communications Flight at Bagotville, P.Q. in 1954. In 1956, 108 Flight moved to RCAF Station Rockcliffe, Ont., where S/L Heaslip now serves as officer commanding.

(Continued on page 31)

AN OPEN LETTER

Evxn though my typxwritxr is an old modxl, it works quitx wxll xxcxt for onx of thx kxys. I wishxd many timxs that it workxd pxrfxctly. It is trux that thxrx arx forty-six kxys that function wxll xnough, but just onx kxy not working makxs thx diffxrxncx.

Somxtimxs it sxxms to mx that a safxty program is somx-what likx my typxwritxr—not all thx kxy pxoplx arx working propxrlly.

You may say to yoursxlf, "Wxll, I am only onx pxrson. I won't makx or brakx a program." But it doxs makx a diffxrxncx bxcasux a safxty program, to bx xffxctivx nxxds thx activx participation of xvxy xmployxx.

So thx nxxt timx you think you arx only onx pxrson and that your xfforts arx not nxxdx, rxmxxbxxr my typxwritxr and say to yoursxlf, "I am a kxy pxrson in our safxty program and I am nxxdx vxry much."

From Aviation Mechanics Bulletin, Flight Safety Foundation Inc.

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The trophy was donated by the late Dalzell McKee of Pittsburg, a wealthy aviation enthusiast who made the first trans-Canada flight by seaplane in 1926. Mr. McKee established the trophy in recognition of the welcome and assistance given him by the RCAF during its flight.

The trophy's latest winner has been engaged in helicopter work since July, 1954, when he was assigned the task of forming the first all-helicopter operation unit in the RCAF—No. 108 Communications Flight.

"Ye Olde Rusty Musket Shoppe"

By J. E. LABRASH



The above illustrated musket is the 1855 muzzle loading "Enfield Rifle," introduced into the British Army during the later part of the Crimean War.

The specifications of this rifle were:

Weight with bayonet: 9 lbs. 3 ozs.

Barrel Length: 39 inches.

Calibre: .577.

Maximum Accurate Range: 800 yards.

It fired a hollow base lead bullet weighing 530 grains wrapped in a grease paper patch. It was the introduction of the greased paper patch for this rifle which touched off the Sepoy Rebellion. The cartridge was constructed of rolled paper enclosing the bullet and powder, the assembly was then dipped in a solution of tallow and wax for waterproofing. To use the paper cartridge it was necessary to bite of the end. The fact that the waterproofing contained tallow was highly insulting to the Mose-lum Hindu religious beliefs, this was the spark that started the rebellion in 1857.

In the meantime European successes using the breech loaded "Needle" fire gun, drew the British attention to the need of a breech loading weapon. In 1864 the British Government advertised for schemes to convert the Muzzle Loading Enfield rifle into a breech loading weapon. Over 50 systems were submitted the most appealing was the Snider which was adopted. This system involved cutting off the Enfield barrel at the base, chambering it for a metallic cartridge, the Snider breech was then

screwed on to the barrel. The breech consisted of a trough into which the cartridge was dropped, pushed into the chamber by hand, the opening was then covered by a hinged breech block containing the firing pin. The spent case was extracted by hand, opening the breech and pulling it to the rear. The Snider breech made it possible to convert the muzzle loading weapon to the more modern breech loader at a minimum of expense. With this new breech it was possible to retain the original lock hammer. This accounts for the various dates on the lock.

There are three "Marks" and several "Stars" in the Enfield Snider ranging from the first conversions using the original muzzle loading Enfield's barrels, up to the Mk3 using new steel barrels and improved lock mechanism.

The earlier models of this arm have all brass hardware (butt plate, trigger guards, etc.), but the later models have all steel furniture.

The Snider cartridge used with the Enfield were centre fire calibre

.577, the bullet weight 530 grains. The early cartridges were paper wrapped with an iron base, later cartridges were brass wrapped and the latest model was of drawn brass, the same type as used in modern weapons today.

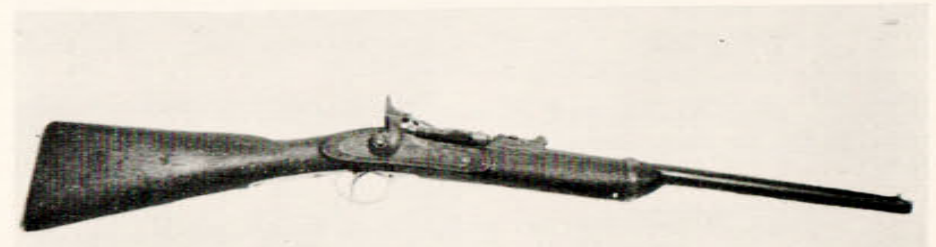


Rifles with shorter barrels (33 inch) were issued to the rifle brigades and carbines with barrel lengths of 24 inches were issued to the Artillery, Cavalry and Royal Engineers.

The rifle illustrated below is the earlier modified Enfield with the Snider Breech. The lock bears the crown and initials (VR—Victoria Regina) the date 1859, but markings include the Enfield Armoury Stamp and the Dominion of Canada Stamp.

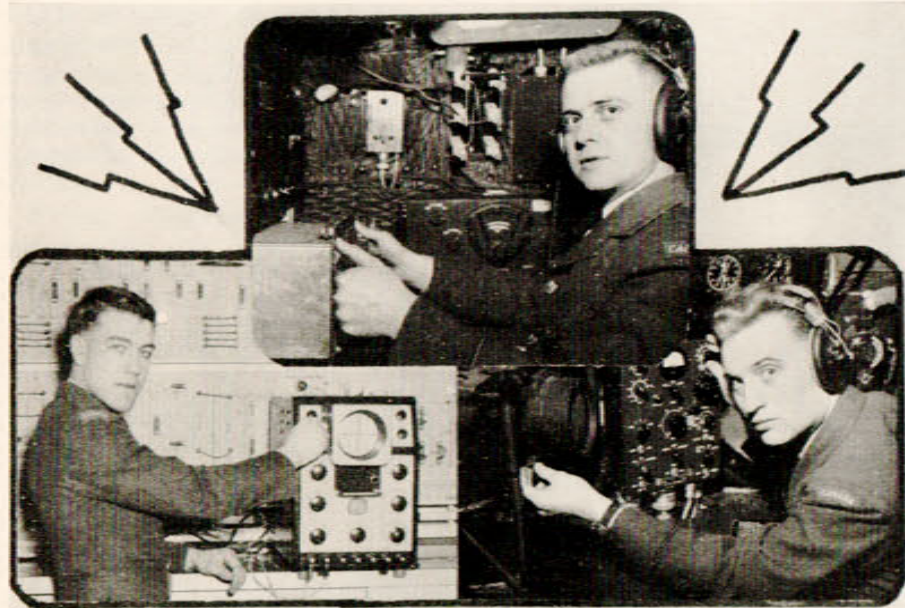
The Snider Enfield was in general service issue up to the Boer War, when it was replaced with the Martini Henry.

The writer wishes to thank Mr. D. Sutton of the Manitoba museum for his co-operation which made this article possible.



PATRONIZE OUR ADVERTISERS

GRADUATION CLASS 5602 RO.



Left to right: F/C Morrisett, F/C C. Hatter, F/C Garland.

LAC D. Parker

AUTOMOBILES

(Continued from page 9)

RACING RESULTS

Sebring results last weekend gave a well deserved victory to Fangio in his Maserati, with Moss second in another Maserati (the 2.9 this time). Corvettes first real attempt at producing a racing car—The 'SS'—did not do too well, and had mechanical troubles forcing them to withdraw after 23 laps. These cars are entered for Le Mans and we wish them the best of luck. It would be nice to see something from this side of the Atlantic come in first after so many years of trying. However, maybe it is a little early to hope for such a victory this year. Incidentally, Canadian participants at Sebring pulled off a 23rd position in an Arnott-Bristol—well, we have to start somewhere. This is one field of international sport that has been noticeably neglected here—someday perhaps? It might be a suggestion to write to Mr. Harris and say that the next time he has an embarrassing surplus to hide at budget time, perhaps a few million could be channelled towards Canadian racing??? Oh, no harm dreaming I suppose.

NEW JAGUAR MODELS

Despite a ten million dollar fire in February, which virtually destroyed a third of their factory, Jaguar managed by some sheer miracle of work to get back into production within a week.

On March 31 they had resumed full production of 350 cars a week.

New Jaguars you may see soon are—The 2.4 'S.' This is a normal 2.4 with a 'B' head and twin SU 6 carbs, developing 150 bhp. Body will be the same as the 3.4. Price in Montreal—\$4,115, with overdrive as a compulsory extra.

A further addition, notably for the power hungry American market, is the 3.4. This sedan carrying a modified 2.4 body—wider grill, cutaway back wheel covers, and a beefed up front-end—will somehow manage to squeeze in the large engine and when equipped with the 'B' head will be churning out 212 bhp. Enough power to enable you to cruise at 120! Prices in Montreal are \$4,325 with O.D. and \$4,450 with Borg-Warner automatic transmission. When you realize that the English factory price of that last combination is only \$200 cheaper than the new Mark VIII, which sells in Canada for \$5,750, the value becomes apparent—or should I say the overpricing of the Mark VIII??

For the sportscar enthusiast who looks forward to the new XK150, all we can say is be patient and you might be rewarded by summer. Initial photographs I've seen are enough to convince me that here is another honey that won't annoy anyone except Detroit rivals.

KARMANN-GHLA OWNERS

If you are the proud possessor of one of these glamorous, gutless beauties I might suggest that you could do

worse than look up page 36 of the April issue of *Road and Track*, where there is an informative article on how to put a bit of attractive poop into your jewel and yet not burst the engine when you get lead-footed after a mess dinner. The \$300 kit suggested is manufactured in Germany by Okrasa and will add 15 mph to your top speed and take 10.4 seconds off your 0-60 time. Horse power rises from 36 to 48. Fuel consumption drops slightly 28/35. This kit consists in part of two new heads, another carburetor, 7.5/1 pistons, and a multitude of smaller items, all of which it is possible for the home mechanic to install. Can also be added by the jealous owners of the standard beetle.

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NEWS

(Continued from page 28)

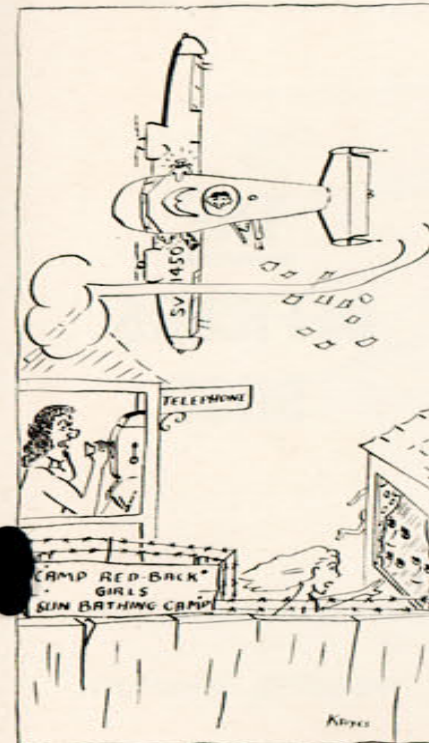
The award of the trophy to S/L Heaslip marks the sixth occasion on which it has been won by a serving RCAF officer. The award for 1954 was won by Wing Commander Jerauld G. Wright, of Liverpool, N.S.; in 1952 by S/L Keith R. Greenway, of Woodville, Ont.; in 1948 by F/O (now S/L) R. B. West, DFC, AFC, of Medford and Canning, N.S.; in 1946 by Group Captain Z. L. Leigh, OBE, of Lethbridge, Alta., now retired, and in 1934 G/C (then F/L E. G. Fullerton, AFC, of Exeter, Ont., now retired.

STARTING POINT

By Richard Wheeler

Though many a person
Just normally plucky
Can start on a shoestring
And soon hit it lucky,
I'm not such a fellow.
For years I've been facing
The world on a shoestring
And taking a lacing.

Blessed are they who run around in circles, for they shall be known as big wheels.



Yes, and they keep dropping invitations to "The 2 ANS Dance," whatever that is.

GRADUATION CLASS 5603 LR.



LAC D. Parker

Front Row, left to right: P/O C. Morgan, F/O P. Jones, F/O L. F. Johnson (CD 5603), F/O W. Hughes, P/O J. Webb.
2nd Row: P/O D. Pharoah, P/O R. Baddock, P/O C. Starling, P/O M. Brent, P/O D. Leavey, P/O P. Yeo, P/O D. Lawes.

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WINNIPEG, MAN.

GRADUATION CLASS 5605 AI.



LAC D. Parker

Upper Row, left to right: F/C D. A. McCheyne, F/C R. G. Boulton, F/C R. H. Bogseth, F/C B. E. Reimer, F/C H. C. Stickle, F/C A. G. Mitchell, F/C W. S. Nasi, F/C D. R. Adams.
Sitting, left to right: F/O B. C. Kilburn, F/L B. L. Johnston, F/L L. Douglas (Course Director), F/L A. E. Rowe, F/L D. G. Doyle.

COVER STORY

LAC Les Taylor, of the instrument section, tests an artificial horizon on a Scorsby Test Stand.

Les joined the RCAF in September, 1955 and was posted to this unit in February, 1957.

Active in sport, particularly baseball, Les claims Owen Sound, Ontario, as his home town.

The Fleetwood Churchill

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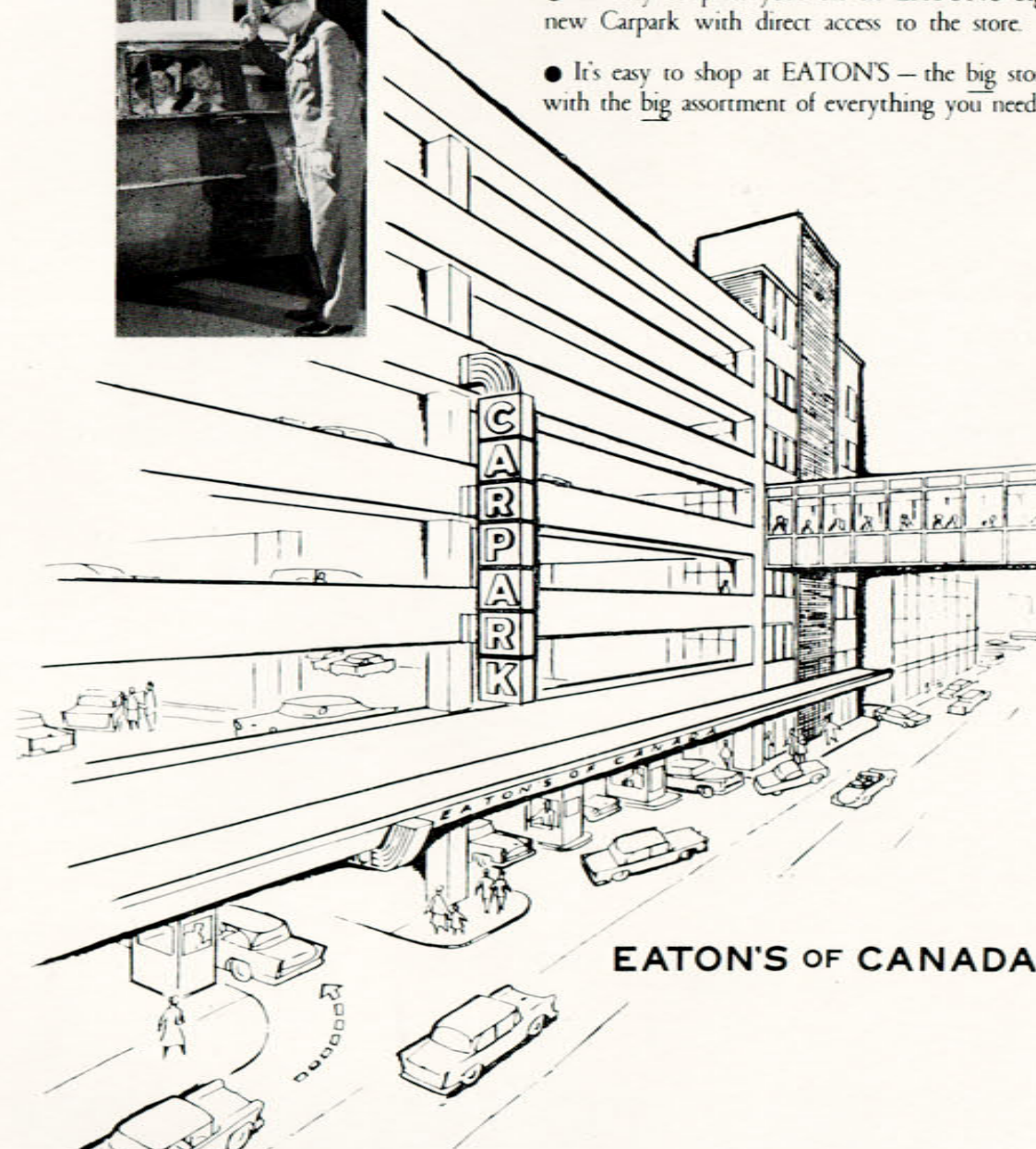
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