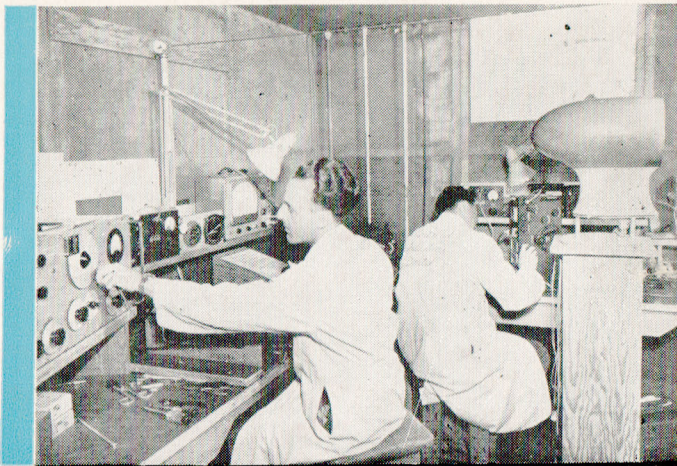
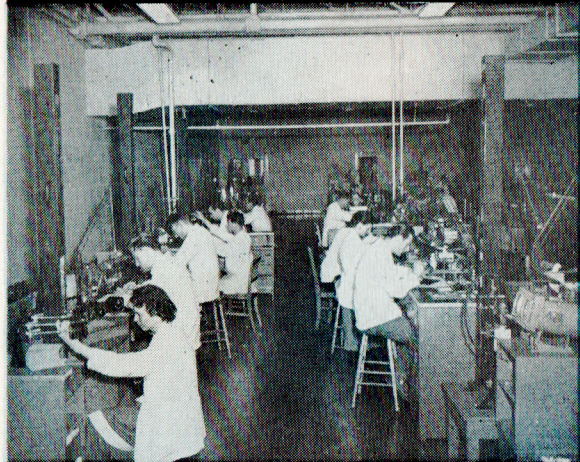


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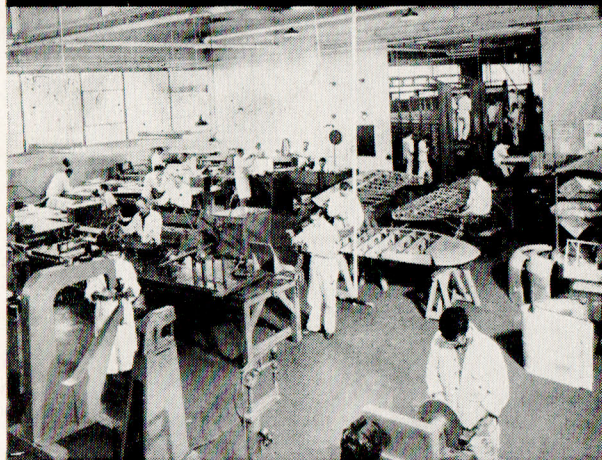
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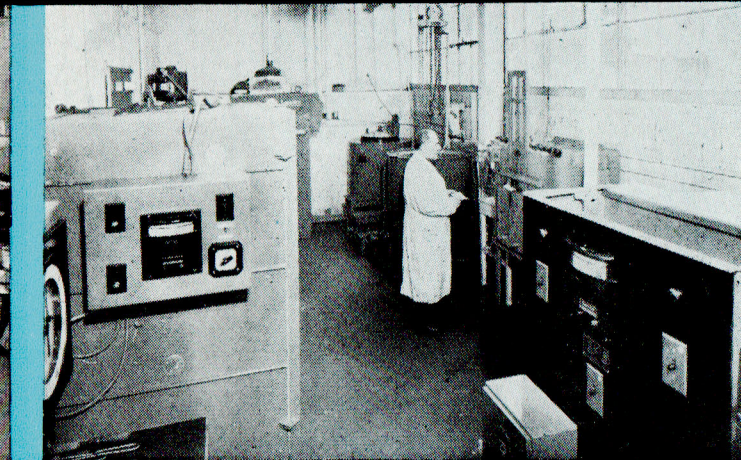
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# VOYAIR



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AN AIRFORCE NEWSMAGAZINE

VOLUME 8, No. 6

JUNE, 1959

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Honorary Editor  
W/C H. C. VINNICOMBE

**F/L RALPH  
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EDITOR AND BUSINESS  
MANAGER

CPL. RON BAYNES  
MANAGING EDITOR

FS GORDON ROWE  
PRODUCTION EDITOR

LAC E. CARRIER  
ARTIST AND  
CIRCULATION  
MANAGER

SGT. DON ASKETT  
PHOTO

EDITORIAL STAFF

CPL. JACK DUNN  
SPORTS EDITOR

F/O E. P. McLOUGHLIN  
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**EDITORIAL CORNER**

*With Us Or Agin' Us?*

THERE is an old cliché about pulling together to get the job done. It evokes a ready mental image of a tug of war with two teams vigorously yanking away to victory or defeat. A tug of war is a good enough symbol of team effort, true enough,—but it is a limited one. It's hard, for instance, to picture one member of a team pulling energetically in the opposite direction to his team-mates. He wouldn't last long. Because he would be conspicuous his obstructionist career would be brief.

Not so the obstructionist in everyday life. Particularly the on-the-job obstructionist. HIS career is an elusive, shadowy and surreptitious thing. It can proceed uninterrupted for years before being discovered and dealt with in an appropriate fashion. And on the long haul his efforts are devastating.

The obstructionist, be he male, female, young or old, always has an excellent reason for not doing something. Particularly if the request is likely to come from outside his own sphere. Using as an excuse a devotion to prudence, he will paralyze you so smoothly that you won't notice it happening. He will delay this request, obstruct that approach, retard that action, and generally make a career of negative endeavour—of not doing things. His distinguishing characteristic will be a relative efficiency within his own little circle, and a dismal disdain and ignorance of the larger outer picture. He doesn't really want to co-operate with other jobs and strange people. He would much prefer that they would all go away someplace and leave him alone. Multiplied, section by section, the Obstructionist becomes a major problem. He is an unlovely delaying bump on the streamlined surface of a modern organization.

In this day and age, we can't afford the Obstructionists. Let's start them pulling with us—or else.

**COVER STORY**

The Sabres on our cover, flown by the "Golden Hawks" aerobatic team are Mark 5's, fitted with Orenda 10 engines. They differ from the latest model, Mark 6, in that they have a less powerful engine and are not equipped with wing slots. Many of the earlier models of the F-86 have been turned over to other NATO nations as part of Canada's mutual aid contribution, and Mark 6's are now in use by 1 Air Division. For more about the Golden Hawks see page 23.

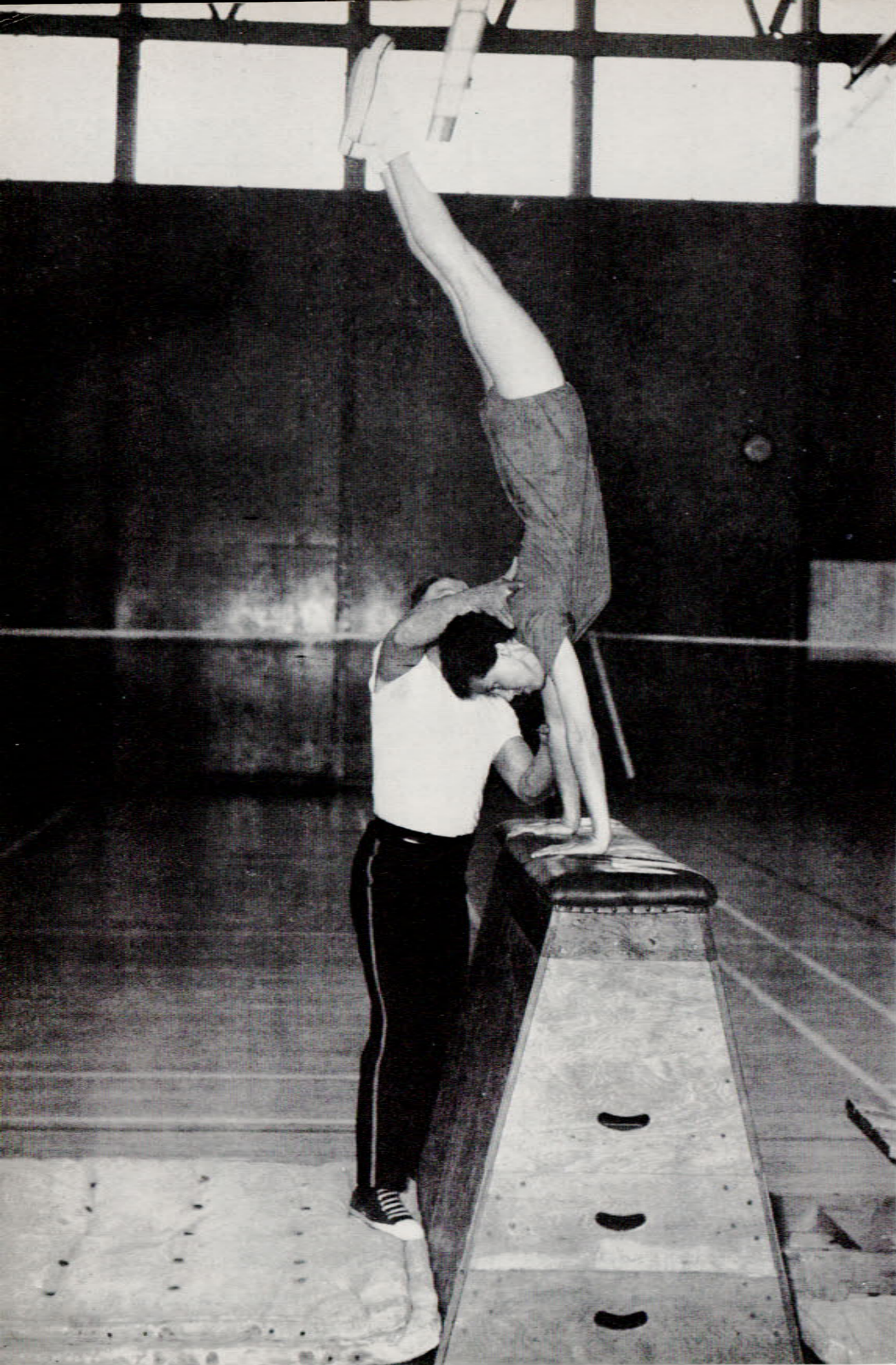
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# RECREATION IS THEIR BUSINESS

**I**N company with the other un-initiated, we had always thought of Rec Spec's (Recreation Specialists, that is), as being some kind of decathlon champions; athletes who excelled not in one sport, but in all. And in our ignorance we imagined that what the Selection Unit looked for when choosing a Rec Spec, was a sportsman.

"Not so" says Sgt. Molteni, NCO i/c of Winnipeg's Rec Specs. "We don't want sportsmen in this trade."

Not primarily anyway. The Rec Spec, though he must be in good physical condition to keep up with the demands of his business, is more Organizer than Athlete. He is the man behind the scenes at any given sports or recreation event. He starts the ball rolling on many programme, and then fades into the background, ensuring that the programme functions efficiently and that the participants get the help they need. Because of this background role, his task is often misunderstood.

Winnipeg's Rec Staff is an average-sized organization of its kind, and a look at their work is as good a way as any of understanding the Recreation Sections' job throughout the Service. The Rec Staff's Headquarters, and scene of most of their activities, is the shiny new Rec Centre across Whytefold from the Station proper. Within this edifice, surrounded by close-clipped lawns and hard by a Manitoba



Cpl. Jim Carlson demonstrates the life-saving stride jump to a Cadet class.

PHOTOS BY  
SGT. DON ASKETT

STORY BY  
RON BAYNES



F/L  
Ken McLean  
S. Rec. O.





Volleyball is only one of many sports played by Station athletes.

rarity—a hill—are contained the facilities for sports and recreation. The most demanding serviceman or his dependants could hardly ask for anything more. Complete with bowling alleys, swimming pool, Badminton court, games rooms, rifle range, and other spaces and places for off-duty pastimes, the Rec Centre is the responsibility of F/L Maclean S Rec O, Sgt. Molteni the NCO i/c, and a staff of eight Rec Specs.

As organizers rather than athletes, the task of the Rec Spec is to see that these facilities are kept in tip-top condition, and used to best effect.

The ways in which they do this are as varied as the calendar of sports and hobbies, and the responsibilities have been distributed among the personnel. Maintenance of outdoor sports facilities, for instance, is the realm of LAC Terry Burns, who also serves as ex-officio member of the keen Golf Committee, and handles problems connected with that sport. Terry, the son of a Victoria, B.C. Pro., and himself a professional, is indisputably the man for this job. Softball, always Big Business on RCAF Stations is Cpl. Dunn's responsibility. There are other phases to the Recreation programme, Weightlifting & Gymnastics (Cpl. Gustafson), Baseball (Cpl. Ramsay), Womens' sports and recreation (LAW Jean Bouchey).

Apart from these phases, there is the Cadet fitness programme. The average AOS cadets spends forty weeks at Winnipeg. Ten hours of each month are spent in physical fitness classes. Their instructor is Rec Spec Corporal Jim Carlson who puts the cadets

through their paces in Calisthenics, organized sports such as basketball and volleyball, and in addition teaches those who need it, how to swim. The cadets must learn the art and they do. Carlson says he hasn't found any he couldn't teach. He is going out on TD to a Summer camp this year and his slot will be filled by Cpl. Gustafson.

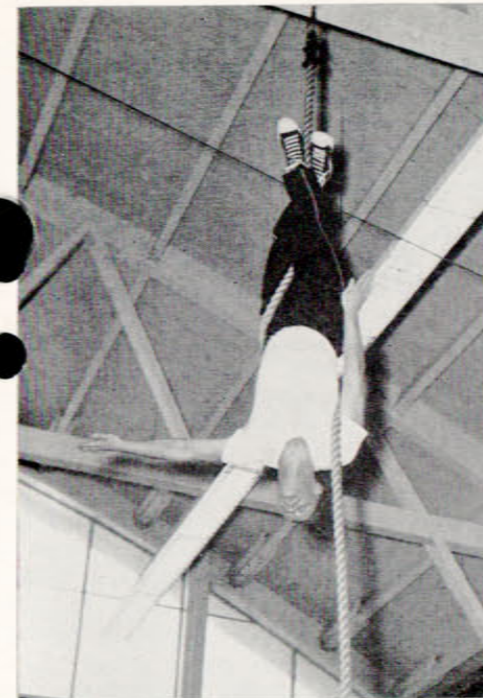
Apart from indirect fitness programmes such as Swimming and Baseball, the Rec Staff try to maintain physical tone and fitness among all personnel and their dependents through more specialized approaches. To this end, last year, they launched a programme aimed at improving the bodily condition of everyone on the Station. Built around the 5BX plan (It stands, allegedly, for 5 Basic Exercises), the sessions are conducted weekly for both wives and children. Both groups have been regular and conscientious in attendance and 5BX has almost replaced TV as a PMQ conversation-piece. But the men—Rec Spec's shake their heads sadly. Two hundred eager wives responded to the call to health and vigour accompanied by two men. "The girls" said one Rec Spec reflectively, "they are more ambitious than they boys." One theory holds that the girls are thinking about their figures while the boys don't care. But how does one explain the kids' response, which also dwarfed their Dads' efforts? — The youngsters, 8 years and up, come out each Saturday, supervised by Cpl. Dunn. No one has as yet suggested that they are figure-conscious.

Though Winnipeg's male half may not be as 5BX-keen as their dependents, much is redeemed by their record in Sports. As a group Station Winnipeggers are ardent to the point of fanaticism. Practically every sport is represented, and in some, real distinction has been earned. The Rifle Club has won dramatic successes, provincially and nationally. The Buffaloes, a station hockey team hold the Group championship. Boxing, Curling, Bowling, Archery, and a host of other sports draw large numbers of participants.

A glance inside the Store room, behind the Rec Centre office shows the variety of pastimes indulged in by the off-duty Winnipegger. Sweaters, softball equipment, hockey equipment, — 30 sets of golf clubs (rented out at the two bits a day), soccer boots, basketballs, curling outfits, woodworking tools and even two shiny rapiers for those interested in fencing, are just some of the items held on charge. This equipment, and many other items too numerous to mention are not only stored here, but maintained and repaired by the staff.

In addition to their more obvious duties, the Rec Specs who have no typist to assist with paper work, run their own office, manage their own publicity and attend to the issuing and return of equipment. There are minutes to be checked on, sports equipment tenders to be sought, budgets to be raised, stencils to be cut. Supervising the office is Sgt. Molteni. F/L Maclean is Officer in charge, and handles the liason with the higher levels of the station and is an ex-officio member of the Station Fund Committee.

A green recruit does not walk in, and untrained, take over these duties. Rec Specs are trained at



Cpl. Gustafson likes to bet he can come headfirst down the rope like this. He always wins.

Aylmer Ont., and a comprehensive course it is. It includes, arts and crafts (basket-work, woodwork, Drama group work), Square dancing, instruction on organizing groups for every hobby, pastime and sport under the sun, and the administration of each group. The object: to turn out specialists who will funnel the energy that could so easily be dissipated in the chaos that results when there is no organization.

Recreation and fitness programmes serve a purpose. They keep the human machine working efficiently. If that machine does not function efficiently, and if it is the victim of boredom, lethargy and low morale, the other machines aren't much use either. What the Recreation staff, at Winnipeg and across the country, are doing is akin to preventative maintenance of equipment. Like any other maintenance organization their job requires planning and foresight. This is one reason why the Rec Spec trade reaches a Group Four level. Do not look for a Rec Spec in the team line-up or leading a hundred-yard dash. That isn't his job. The very fact that the ball game is in progress, or the track meet planned is evidence that his work is being done and done well.

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# another kind of courage

A Short Story by JIM BIRT

"MY father won the DFC and Bar. He's one of the best fliers there is."

"My father got the George Cross for rescuing two guys from a burning plane. You gotta be a real hero to do that."

I smiled as I listened to these two lads bragging of their fathers deeds; as all kids will do. Yes, I thought, a hero is known only for the great feats he may accomplish. Therefore, Freddie is not a hero in the true sense of the word. But I think I'll let you decide that for yourself.

Who then is Freddie you may ask. Well, it all goes back to the time I was returning home on leave. We had pulled into Montreal and, having changed trains for the last time, I was stretched out on the seats, settling down for a long nap . . . .

"Excuse me, please. May I have one of those seats?"

I covered my head; ignoring the voice. I was tired. Maybe she would go aw . . . SHE!! . . . . That was different. I sat up with a jolt and came face to face with a Red Cross girl.

"I would like the seat for this gentleman here," she said, moving aside and enabling me to see the person in question.

With a shock, I realized the man was blind. His face was badly scarred and his right arm was missing. It didn't take his uniform to tell me he was a service man. Only man can be so inhuman to man. Here then was a real hero. An Air-Gunner by the wing he wore. Probably shot down while blazing back at the enemy over Europe.

"By all means," I mumbled, as I grabbed up my belongings.

The two girls, who had assisted him onto the train, busily began making him comfortable in the seat I had relinquished. When he was settled, they turned, flashed a fleeting smile and were gone.

"Thanks for the seat," he said. It was the first time he had spoken. I was surprised at his voice. It was a pleasant voice: quiet, calm, yet showing the speaker was strong and sure of himself. If it were I, under the same conditions, I would have been scared and full of self pity. But I imagine he must have been scared at first too. We are all cowards at heart at first. The brave ones overcome that cowardice later. You learn how to be brave flying over Germany.

"Glad to be of service," I said awkwardly. I couldn't shake the uneasy feeling. Blind. His right hand missing. He really must have been in the thick of it.

"My name is Freddie." His voice came crowding into my thoughts. "What's yours?" I looked up to see it was his left hand he was offering.

"Joe" was all I offered. "Going far?"

"Winnipeg. They flew us to Montreal. That helped a lot."

"Glad to get home again, eh. I'm headed there myself."

"Yes, it will be wonderful to see . . ." He faltered just a bit . . . "to see everyone again."

I caught a sudden glimpse of his family. Everyone trying to be kind without seeming to do so. Trying to make things appear as they were before. His future. What about that . . . .

As though in answer to my unasked question, he said, "They have taken very good care of me. It get full pension; but I don't intend to sit around on that. I intend to buy a Tobacco Stand on Portage somewhere. Gotta keep my hands," he laughed, "my hands in things."

While we talked, the rest of his story came out. Freddie had never seen any action. He never left England.

It happened the day before D Day. Everything was being made ready for the big event. Freddie was sitting in the Tail-gunniers position of a Lancaster. As the crew were loading the bombs something went wrong. Suddenly the air was rent with a terrific explosion. Man's manufactured death released. The sound vibrated for a moment then fell away. As the smoke cleared, the debris could be seen settling on the maimed and broken bodies. A deathly quiet reigned, disturbed only by the rattling

sobs of the dying.

Freddie did not describe it as graphically as this. He wasn't the story-telling type; he was of the stock that makes them.

"I came to in the Hospital." He paused, "I was quite lucky though. The rest were killed." He stopped for a moment. "Still, I would have liked to have been in on the big show the next day."

But of course he wasn't; so he never had an opportunity to perform any brave deeds. And according to the dictionary, a hero is one who does outstanding feats of bravery; therefore he is not a hero. Yet . . . .

The conversation ceased for a moment. I turned to gaze at the scenery flashing by. How lovely it all was. The speed of the train blurring the countryside into a galaxy of conflicting colour. The tiny twisting roads. The tall spires of the many churches seen throughout Quebec. I thought of Freddie. Never to see any of these things again. Never to see the sun rise or the flowers in bloom. Nothing.

"Lovely isn't it?" I turned surprised, for it was Freddie who had spoken. He smiled a knowing smile.

"You are startled at my saying that, aren't you?"

I nodded. "Yes, I am blind now; but I can thank God that I wasn't always this way." He waved his arm toward the window. "I have seen all you are seeing now. It is all fresh in my memory." He gave me a broad smile, then shrugged his shoulders. "Think of all the poor devils who were born without sight."

Dictionary or not. Freddie is a hero in my book.

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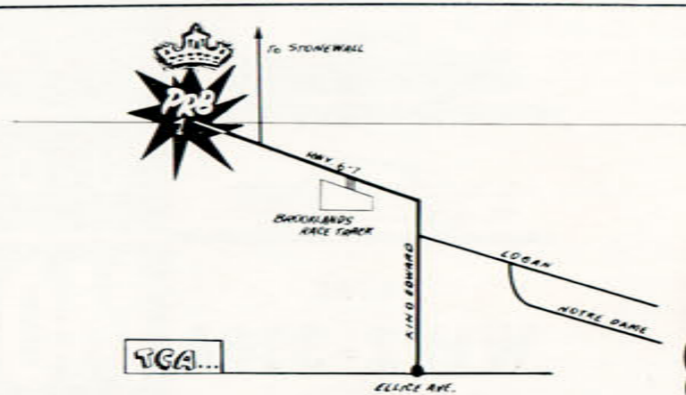
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# HUNTING AND FISHING

with toby

THE ice may be out of the lakes and rivers and the snow has left us again for the time being but the fishing still has not come up to the expected standard for this time of the year. At least it hasn't in most localities. Some fine catches were made right from the first day of the season but these seem to be in certain lakes only.

There have been a few derbies held at Shoal Lake but not too much has been caught in the way of fish. The big derby for the '59 car was taken by a pickerel in the two-pound class. That is a mighty small fish to win a couple of thousand dollars worth of car.

If you like pickerel or bass fishing try MacArthur Falls north of Lac du Bonnet. There are two power dams there and either of these produce good fish. Here fishing is best right on the bottom with fresh minnows. Speaking of minnows, Transcona Marine in Transcona have for sale fresh minnows that are brought in and salted daily. These DO stay on the hook which is more than can be said for the frozen types.

Camp, Lost, West Hawk, High, Forbes and others have been giving some excellent catches of lake, rainbow and speckled trout. Lyons Lake, which has been good up until now, has come up with some large pike and so very likely you can look for this lake to be void of all trout before long. There is some talk of cleaning out the lake and re-stocking with trout.

Good catches of pickerel and pike have been taken from numerous lakes in the Whiteshell but on the whole the catches have been small. Brereton, West Hawk, Crow-Duck and Falcon have produced some fair catches only. The Whitemud river at Westbourne has had some good fishing if you happened to be there at the right time. The best fishing is with a boat and right at the mouth of the river as it enters Lake Manitoba. One chap went out there two weeks after the season opened and in one hour pulled in seven very nice pickerel. The fishing here can be excellent but is generally best during the first month of the season. Lakes to the south have been producing some fishing but like the rest of the province, the fishing for the most part has been slow. Pelican Lake has had some good catches but the traffic there is getting to be hectic. It used to be a few years ago that there would be only a half dozen boats on the whole lake, now it is not uncommon to see at least 30 or 40 boats there with as many cars on shore bearing American licence plates. Add this to as many of our own and it shows that the lake is certainly under a great deal of fishing pressure. If one wants to do some scouting north of Lac du Bonnet up to the Bird River and on past, numerous spots can be found containing good scrappers. The road does not go many miles past the river as yet but it is hoped that it is to be extended and thus open up a new area to the outdoorsman. Bird River itself can give very good fishing with some fine pickerel being caught there every year. Once again, stillfishing with a minnow or a spinner minnow combination seems to pay off.

The Moosenose Gravel Pit has been a source of confusion and defeat to a lot of fishermen this year. To myself it has proved to be one of amazement. I have fished there several times, caught trout each

time and have caught bullheads only three times and then only for a total of six or eight. Where are they? By this time last year we had caught perhaps 50 or more of the little pests.

I have not been able to find the reason for it but there seem to be a lot of them dead in the water this year. I have seen some people fishing quite industriously and after catching a few taking them home for supper. Every man to his own taste but I must admit that bullheads are not for me. I would much sooner see them all caught, by someone else, and out of the pit.

## THE BLACK MARAUDERS

Lots of crows around now and anyone that takes the rifle or shotgun and goes for a drive can surely get some shooting at the black marauder.

Nesting is in full swing right now and the adult birds are most annoyed if disturbed. Anyone lucky enough to get a stuffed owl and use it for a decoy around a nest is in for some fast and furious action.

If you happen to be out to the south and east of the city in the vicinity of Steinbach, or farther south, and you find it is getting dark, keep a sharp eye peeled for coyotes. There seem to be many out there now. Large numbers have been shot and I have heard that many dens have been found. Incidentally, if you do happen to get one, save the head—there is a bounty in some localities.

Early word from the marshes this spring indicated that unless there was a good amount of rainfall we would probably have a smaller crop of ducks than we have had for the past couple of years. If the weather continues as it has during May we should be in for a bumper crop. Some districts are reporting ducks by the hundreds where there were none three weeks ago. They seem to come out of nowhere as soon as water appears in any quantity.

It certainly is a much brighter picture for the duck hunter now than it was at my last writing.

The Outdoor Writers of Canada, of which I have the honor of being a member, recently held their annual meeting at Thessalon, Ontario and one of the points brought up was that consideration should be given to banning fishing derbies because they were being held at the expense of fish population. Small bodies of water were being ruined because of the tremendous fishing pressure that was brought about by these derbies.

I never looked at fishing derbies in that light before, but if we are to conserve the natural resources that we have left it certainly looks as though the banning of derbies would be a big step in the right direction.

Derbies are not organized for the sport or for the thrill of getting outdoors. They are organized for the aim of making money and in this respect I presume they succeed.



Lake Trout and Northern Pike. Jim Solohub is the happy fisherman.

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# WINNIPEG PERSONALITIES

## CPL. LEN JAMES



Sgt. Don Askett

ON 11th June at 10:00 p.m., CBC Radio's prestige-packed Drama series, "Prairie Playhouse," will feature "Operation Briggs," a play which deals with the Search and Rescue work of the RCAF. The author of the play is Cpl. Len James, a member of the Security Investigation Detachment of the Air Force Police, at Station Winnipeg. For Len, it is the realization one more long-standing ambition—another milestone in an eventful life.

Len spent about two months in research work, before writing "Operation Briggs," and with 111 C & R Flight on his doorstep, he could not have been better located. Indeed it was the presence of a Search & Rescue outfit close at hand, which nudged him into conceiving the play. "I had been thinking what a fantastic job of work the C & R people do," he said, "And I decided it was time someone put them into a play." So he sat down and hammered it out, first as a semi-documentary for TV. This was

returned by CBC with approving comment, but with the statement that it was not possible to produce it on TV at that time. Unshaken, Len who had been studying Radio writing on a local course, rewrote his brain-child for Radio. It was accepted. Vastly encouraged, he says "I intend to specialize in plays of this kind — Radio (or TV) drama, with a Service background."

### THE BACKGROUND

Len has a pretty extensive Service background himself, dating back as far as possible, — to his birth in Aldershot in the heartland of British military tradition. It happened this way: Len's father, a member of the British Regular Army, was on transfer from Edinburgh to India in 1923, and it was calculated that Len, as yet unreported, would be born on the troopship. Enroute to the port of departure, and ahead of schedule, Len made his debut, after his mother had been rushed to Aldershot by army ambulance. Shortly

afterward the family proceeded to India. Len has been travelling with the service ever since.

The James family remained eight years on the Northwest frontier of India, an untamed piece of imperial real estate, infested with warring tribesmen, and often the scene of bloody-skirmishes, around the Khyber Pass. One of Len's earliest recollections is of being herded with other dependents into the central area of the military installation when the Tribesmen were on the warpath.

In 1931, Len's father went back to the British Isles and they lived in Scotland until 1935 — a fact which accounts for an unmistakably Scots twang to the James accent. His father moved next to the appointment of Army Recruiting Officer for the North of England. In '38, Len joined the Royal Navy as a "boy" 2nd class, — a sort of naval apprenticeship — and joined the

(Concluded on page 31)

## Nursing Sister NORAH BARKER



Photo Section

AN urge to see the world, and a love of adventure, usually result in travel and an interesting occupation. In the case of Nursing Sister Norah Elizabeth Anne Barker, they have led to a Nursing career—and beyond that—into one of the most adventurous sectors of the profession—that of a Flight Nurse in the RCAF.

Norah was making preparations for her forthcoming wedding (to F/L Bob Dalzell, a Medical Officer at Winnipeg), when this article was being prepared. She was a difficult subject to reach for an interview, not because of her matrimonial plans, but because she seemed to be always airborne. ("N/S Barker is in Churchill. Sister Barker is flying.") But eventually we turned the trick.

We found the subject of the interview to be a pretty brunette Nurse, with an easy confident smile, and an irrepressible sense of humour, — who gave us a rapid ten-minute resume of her life, — in between the demands of the MIR.

Norah is a Calgarian by birth, — one of four daughters of a member of the Army's Postal Corps, but she moved with her parents to Ottawa during the war. She received her education at Ottawa's Napean High School. Graduating in 1949, she cast her eye around for something interesting in occupations.

She found such an opportunity, escorting a little boy to private school in England. During the following year, she came to the decision to enter the Nursing field. She took the Registered Nurse's course at an Ottawa hospital, and worked there until 1953 as an Operating Room nurse. In 1954 she went to Vancouver, and it was there in 1954, that she joined the RCAF.

Norah's first transfer was right back to her old stamping grounds, Rockcliffe, Ont. She worked for fifteen months in the operating room of the Rockcliffe hospital before being transferred to Goose Bay in 1955.

Her first view of Goose Bay was at once limited and alarming. "All I could see" she recalls wryly, "was the front of the Air Movements Unit. I asked them where the Station was and they told me it was hidden behind the snow drifts." But, eighteen months later, when she left Goose, she was sorry to go. She indulged her interest in Sports, basketball, softball and others and enjoyed the recreational and social life of Goose. "I really liked it there" she says.

It was at this point, that Norah entered the Flight Nurse field. She went first to the USAF School for airborne nurses at Gunter AFB in Alabama in April '57. After a six-week course, she commenced a tour of duty with the USAF, working out of McGuire AFB NJ. US military policy is to transfer those needing hospitalization to hospitals close to their home towns. This involves extensive air lift of patients — Air Evac's as they are called. Norah quickly became experienced in her

(Concluded on page 32)

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## VOXAIR VIXEN

Last April 6th, Katie Cashfield celebrated her 22nd birthday rehearsing for her debut in a show at London's (England) famous Windmill Theatre. Blonde, with grey eyes, her recreations are swimming, riding and skating.

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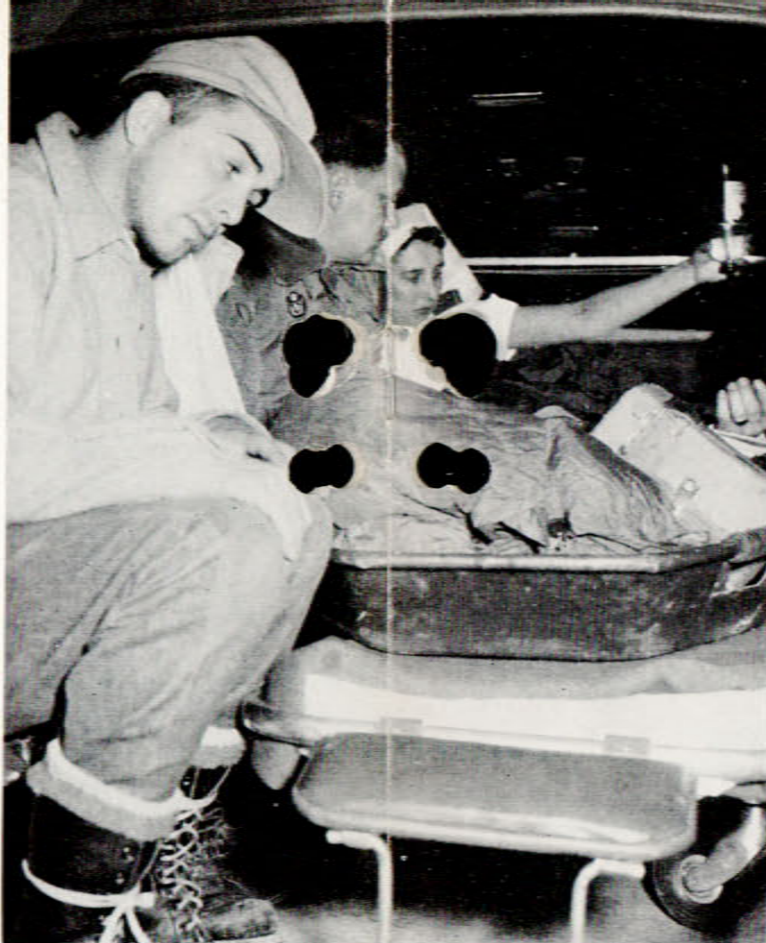




TOP LEFT: Dave Cruickshank's interview with S/L H. Galen OC III KU was part of the "Samaritans of the Sky" production.

CENTRE LEFT: Survivors were authentic, right down to 4-day beards. The parts were played by RCAF airmen.

BOTTOM LEFT: Shooting standby crew sequences. L to R.: Dave White, Steve Solilo, Len Weinstein, F/L Pete Brown, Sopr. 14 Gp. HQ S. L. Galen, Paul Dumaine.



N/S NORAH BARKER duplicates her real-life role of Flight Nurse. See Personality article page 13.

# Samaritans of the Sky

THE RCAF's most eye-catching aspect—its Search and Rescue organization—was presented to Canada's television audience last May 2nd, by an hour-long network show. No. 111 Composite Unit at Winnipeg showed off its men, planes, equipment and techniques on a simulated operation.

Planning started in the fall, when program organizer Ron H. (ex-), producer Len Weinstein, script assistant Aud. White and floor director Paul Dumaine were briefed to tell the story in layman's language.

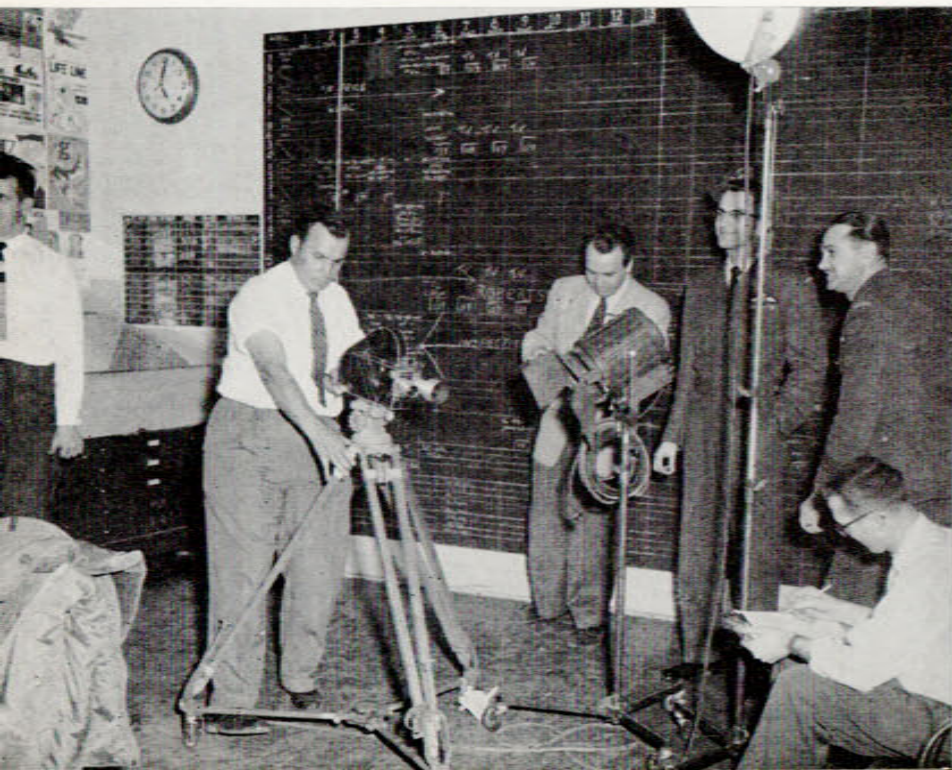
Whenever possible, those who did the jobs in real life played the TV roles; for instance the "star" of the show, S/L H. J. Galen, OC 111, carried out his normal duties for the camera in organizing and

(Concluded on page 30)

TOP RIGHT: The victims wait out their rescue in do-it-yourself shelter, as per approved survival procedures. CENTRE RIGHT: TV camera, camera and audience get a hangar-roof view of Winnipeg International Airport. BOTTOM RIGHT: Last minute script conference.



Photos by  
CPL. GEORGE NOSEWORTHY







Courtesy CBC

The lovely blonde in the accompanying photograph was born Juliette Augustina Sysak, in St. Vital, Man., in 1927. She is now known to Canadian TV audiences as Juliette, star CBC performer who has just completed her third successful season on TV. Locally, Juliette has been seen by thousands of Winnipeggers on several appearances here, notably in connection with the Auto show and the Red River Exhibition.

Though Juliette was born in the Winnipeg area, this city lost her as

a resident at an early age. Moving with her parents to the West Coast, she settled in Vancouver in 1937. In 1940, when she was 13, her singing at a high school rally attracted the interest of orchestra-leader, Del Richards, who engaged her to sing with his orchestra at the Hotel Vancouver. Two years later, Juliette first sang on a CBC radio network program, Sophisticated Strings.

When she was 16, she went to Toronto as featured vocalist on the Alan Young Show.

During the Second World War she travelled across Canada entertaining troops and singing at bond rallies. She also made recordings with Mart Kenny for rebroadcast to Canadian armed forces overseas.

After this she sang with Lucio Agostini at the Royal York Hotel, Toronto, and in 1944 went to Vancouver for a club engagement with Lena Horne. She stayed in Vancouver for her own radio network show, Here's Juliette. She also sang musical comedy in Theatre Under the Stars and Startime, made more

## TV TALK

records and sang in Los Angeles clubs. In 1950 she joined Burns' Chuckwagon, an all-western radio variety show from Vancouver.

In Toronto, she made her first TV appearances on Holiday Ranch and Saturday Night in 1954. A month later she joined the Billy O'Connor TV show. The "Juliette" show followed and was an instant success.

Juliette's show business career, although it did not extend into Radio and TV, until she reached Vancouver, can be said to have started in Winnipeg, for here as a small girl she played in many amateur shows. One of her applause-getting devices was to appear on stage in ragged coat and pants, wearing a cap over her blonde curls. She would sing a tear-jerking

rendition of Buddy Can You Spare a Dime, removing her cap at the end of the number to reveal that the heart-rending little boy was a girl.

Now with her third season completed, Juliette is a part of the Canadian show-business scene. Indications are that she will remain that way.

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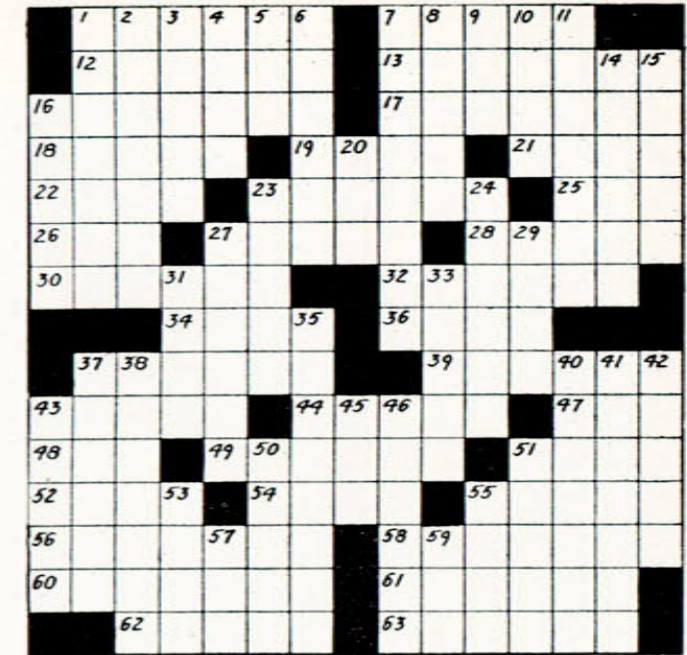
**ACROSS**

- 1. Enclose
- 2. Buckets
- 3. Language
- 13. Tremendous
- 16. Thrives
- 17. Fertile layer of earth
- 18. Anesthetic
- 19. Ballet skirt
- 21. Fly alone
- 22. Taker of court action
- 23. Impede development
- 25. Vitality
- 26. Epoch
- 27. Luring lady
- 28. Musical comedy girl
- 30. Ennui
- 32. Hidden
- 34. Went swiftly
- 36. Smooth
- 37. Spanish dance
- 39. Skilled performer
- 43. Thrifty one
- 44. Fans
- 47. Notice
- 48. Single
- 49. Cloth-design techniques
- 52. The \_\_\_\_\_ Lisa
- 54. Fragrant ointment of the Bible
- 54. Genus of sunfish
- 55. Soft-drink flavors
- 56. Writer
- 58. High-ranking churchman
- 60. Native of Egypt's capital
- 61. Treat with iodine
- 62. Expunged
- 63. Cubic meters

**DOWN**

- 1. Size
- 2. Quick-tempered person
- 3. Join in
- 4. Roman public lands
- 5. Wine cask
- 6. Miss Prynne of "The Scarlet Letter"
- 7. Meager wage
- 8. Love affair
- 9. Mischievous child
- 10. Smaller amount
- 11. Nosey Parker
- 14. Mute
- 15. Abscond
- 16. Attack on all sides
- 20. Western Indian
- 23. Versifier
- 24. Sea plungers

- 27. Magnificent
- 29. Lodging cost
- 31. Land amid sea
- 33. Football stadiums
- 35. Tinkered with
- 37. Tropical fruit
- 38. Exaggerated
- 40. Sequester
- 41. Legislative bodies
- 42. Vex
- 43. Pert. to sound
- 45. Petroleum
- 46. Cousins to giraffes
- 50. Agreeable
- 51. Grinding tooth
- 53. Desperate
- 55. Yield
- 57. \_\_\_\_\_ Aviv
- 59. Decay



For solution to Puzzle see page 32.

**SAM HILL**

**The Salesman**





# NEWS



## GALT AIRMAN TRANSFERRED TO HAMILTON

An assignment close to home is the good luck of Sergeant G. K. (George) Fraser, son of Mr. and Mrs. A. Fraser, 29 Augusta St., Galt. For the past five years a member of the personnel staff at 14 Training Group Headquarters here, he will shortly take up new duties at RCAF Station, Hamilton.

Born and educated in Galt, Sgt. Fraser was employed by the Savage Shoe Co. before joining the RCAF in 1943.

He served for two years at stations in Canada, and qualified for his air bomber's wings. Rejoining the service in 1949, he entered the administrative field and served for six years at Training Command Headquarters, Trenton, Ont., before being transferred to Winnipeg.

Sgt. Fraser is married to the former Minnie Porter, of Galt, and they have five children, Maxine, 19, Betty Lou, 15, Alexis, 13, and twins Peter and Paul, 6.

**BUSY, BUSY TONY BOWER** TV personality Antoinette Bower — Tony to her fans — lives a varied life. She is seen on CBC TV as a dramatic actress and as an interviewer, she writes for radio and television shows and, at present, is doing a six-week fashion series on CBC TV's Open House program. She fills in gaps in her spare time by modelling for fashion photographers.



Courtesy CBC



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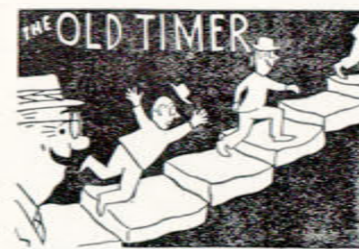
## RCAF OFFICERS HOLD "AMERICAN NIGHT"

The Officer's Mess at Royal Canadian Air Force Station Winnipeg, in Manitoba, Canada, was the scene recently of a formal Mess Dinner honoring USAF Officers stationed in Winnipeg, the American Consul General in Winnipeg, Mr. P. C. Hutton, and his staff.

The Station Commander, Group Captain J. F. Mitchell, DFC, AFC, CD, in his after dinner remarks, extended warm greetings to the American guests. He stated that through excellent co-operation and fine efforts, the Exchange Officers had contributed much to the efficiency of the station and to the RCAF in general. G/C Mitchell noted that the "comradship" existing between the RCAF and USAF at Station Winnipeg was symbolic of the over-all co-operation between the two Services and the two countries.

The Consul-General, Mr. Hutton, speaking for himself and for the Exchange Officers, thanked G/C Mitchell and the other RCAF Officers for their hospitality. He remarked on the fine relationship that was evident between the United States of America and Canada, and stated it was of benefit to both countries and Services to exchange ideas and information through such programmes as the Service exchange arrangements.

The dinner, in addition to strengthening even more the close ties that bind two great services and two great countries, proved once again that it is entirely possible for people of different nationalities and backgrounds to live together, work together and, if necessary, to survive together.



"The only difference between stumbling blocks and stepping stones is in the way you use them."

## AEROBATIC TEAM TO SPAN CANADA



BRIEFING THE GOLDEN HAWKS

National Defence Photo

Squadron Leader Fern Villeneuve of Ottawa, Ont., gestures while describing an aerobatic manoeuvre to the RCAF's "Golden Hawks" aerobatic team, now training at RCAF Station Chatham, N.B. S/L Villeneuve is to lead the team on a cross-country tour of aerobatic displays in connection with the RCAF's 35th anniversary and the 50th anniversary of powered flight in Canada. Flying gold-painted F-86 Sabres they will perform at various exhibitions and during Air Force Day displays across the Dominion. Team members here are left to right: F/L Jim D. McCombe, Summerside, P.E.I.; F/O Ed J. Rozdebo, Bienfait, Sask; F/L Ralph Annis, McAdam, N.B.; S/L Villeneuve; F/L G. Jebb Kerr, Welland, Ont.; and F/O John T. Price, Knowlton, P.Q. Two other team members were absent for this picture.

The RCAF's newly created "GOLDEN HAWKS" precision aerobatic team, now training at Chatham, N.B., will be seen by millions of Canadians this summer during its four-month tour of the country starting in May.

Organized to take part in the activities celebrating the Golden Anniversary of Flight in Canada and the RCAF's 35th Anniversary, the team in their gold, red and white Sabre jets will be one of the few Air Force aerobatic teams to perform on a nation-wide basis since the famed "Siskins" toured the country in connection with the Trans-Canada Air Pageant of 1931.

Formation aerobatics have long been a part of military flying and teams such as the US Navy's Blue Angels and the Royal Air Force Black Knights are world famous. Now to join this select group of precision perfect pilots the Royal Canadian Air Force will present the Golden Hawks.

Leading the group of eight skilled pilots selected for the Golden Hawk

team is Squadron Leader Fern Villeneuve, 31, of Ottawa. S/L Villeneuve is considered to be one of Canada's top aerobatic pilots.

These other members of the team combine with him to form a four-plane formation, while two others perform solo displays and two spare pilots are available to fill in any position as required.

The Golden Hawks will stage a 25-minute sequence of loops, rolls, cross-overs, bombursts, Cuban eights and rhuarbs during each performance. All these are standard manoeuvres to RCAF fighter pilots but will be carried out in tight formation by the Golden Hawks in their colourful planes.

Scheduled to start their tour in mid-May the Golden Hawks will be seen at more than thirty Canadian centres from Newfoundland to British Columbia.

*Ed's Note*—In Winnipeg the Golden Hawks will stage their aerobatics on Air Force Day, Saturday, August 8.



**LOCAL OFFICERS TO FRANCE AND PORTUGAL**

A mass Trans-Atlantic flight of 25 RCAF aircraft to France and Portugal is the unusual mission in which two 14 Group HQ, officers are taking part.



F/L R. M. WOOD

From Winnipeg . . .

One is Flight Lieutenant R. M. Wood, son of Mr. and Mrs. F. W. Wood, R.R. 2, Lloydminster, a pilot who has been in the RCAF since 1949, and now on the staff of 14 Training Group Headquarters here. The other is Flight Lieutenant L. F. W. Swift, son of Mr. and Mrs. P. L. Swift, now of Castlegar. After attending Rossland High School and working for Consolidated Mining and Smelting at Trail for 8 years, F/L Swift joined the RCAF as a pilot in 1944. He is now on the staff of 14 Training Group Headquarters here.

The operation, code-named "Beechflight," is to ferry the twin-engined Beechcraft Expeditors to the two NATO countries, where they will be handed over to their air forces under Canadian Mutual Air arrangements. Portugal will receive nineteen, and France, six.

The flight, which began in May, is the first of its kind from Canada to Europe. On the only previous occasion when Expeditors were ferried to Europe, for Canada's NATO Air Division in 1953, the

operation was carried out in four separate flights.

The "Beechflight" planes, whose normal flying range is seven hours, will carry extra fuel tanks to increase their range to 10½ hours. Led by Wing Commander Harry C. Forbell, of St. Jovite, P.Q., they will fly by way of Goose Bay, Frobisher (Baffin Island), Sandestrom (Greenland), Keflavik (Iceland), Prestwick (Scotland) and the RCAF base at Marville, France. After handing over the six planes to the French Air Force at Chateaudux, they will complete the last leg of the flight to Lisbon.

F/L Wood and his fellow-pilots, with the 33 ground crew members who will precede the Expeditors to handle servicing problems, will likely be away from Canada for a month to six weeks before completion of the operation. All of them look forward to the assignment which, though an exacting task of their skill and ability, will afford them an interesting glimpse of a country not frequently visited by Canadians.



F/L L. F. SWIFT

. . . To Portugal

**30 YEARS IN RCAF, KINGSTON OFFICER RETIRES**

Ending 30 years' continuous service in the RCAF, Squadron Leader W. A. (Bill) Peters, Staff Officer for Aircraft Engineering at 14 Training Group Headquarters here, retires to civilian life this month.

The son of Mrs. William Peters, 24 Garrett St., Kingston, S/L Peters joined the air force as a fitter in 1929, and served as an airman for 14 years before receiving his promotion to commissioned rank.



S/L BILL PETERS  
30 years

He attended public school and collegiate in Kingston, and was employed in the advertising department of Imperial Tobacco Company before beginning his RCAF career.

S/L Peters has served on aircraft maintenance and staff duties at Air Force Headquarters, Ottawa, and stations of Training and Air Material Commands. Twelve of his 30 years' service were spent at RCAF Station Trenton, Ont., where he became well known in community affairs, both RCAF and civil. An amateur musician, he played the trumpet in RCAF bands for many years.

Squadron Leader and Mrs. Peters (the former Loreen Chadwick, of Kingston) and their 18-year-old daughter, Ann reside at 31 Bruce Avenue, St. James, Man.



"John—you're growing a mustache!"

**ESSAY CONTEST**

An award of \$250.00 will be made to the member or former member of the Canadian Armed Forces or Civil Service who writes the best unsolicited essay, not exceeding 1000 words, likely to stimulate thought on military matters. This includes strategy, operations, training, logistics, personnel administration, technical, research, production, or any other field.

In addition to the prize money, the writer of the winning essay will be paid at the rate of three cents per word upon publication. Moreover, all entries will be considered for publication and those selected will be paid for at the same basic rate.

Entries are not to contain classified information. Manuscripts must be delivered to The Editor, RCAF Staff College Journal, Armour Heights, Toronto 12, Ontario, by 30th June, 1959.

The Board of Directors of the Journal will appoint the judges, whose decision will be final. If no essay meets the standard of excellence set by the judges no award will be made.

**NEW SCHOOL AT AYLMER**

The RCAF is opening a Safety Supervisors School at RCAF Station Aylmer, Ont., it was announced by Air Force Headquarters. The

first course began on Monday, April 27.

The school is being established to provide non-commissioned officers of the mobile support equipment branch with supervisory accident prevention training.

Approximately 285 NCO's of flight sergeant, sergeant and corporal's rank will undergo training.

Each course will be of four weeks duration and will be attended by about 15 men. The course will be composed of academic instruction, and practical safe driving techniques.

Conducting the instruction will be Sergeant John R. Beer, Hensall, Ont., who recently completed a Metropolitan Police Motor-Driving School course at Hendon, England and Sergeant Robert P. Monteith, Nashwaale Village, N.B., a former inter-command roadeo champion.

To qualify for the course, an applicant must have had eight years or more mobile equipment operating experience and a recommendation from his commanding officer. In addition it is desirable that he be a graduate of the school of instructional techniques, employed as a safety supervisor and qualified as a unit check driver.

Wife: We've got to fire that chauffeur. He's nearly killed me four times.

Husband: He's a good man. Let's give him another chance.

**VERMILLION RCAF OFFICER NAMED FIRE SCHOOL CHIEF**

For the past three years fire marshal at the RCAF's 14 Training Group Headquarters here, Flying Officer W. J. (Bill) Maggs, son of Mr. and Mrs. George Maggs of Vermillion, moved to a new appointment recently. He was named officer commanding the Fire School at the RCAF Aircraft Trade School, Camp Borden, Ont.



F/O BILL MAGGS  
Fire School Chief

Born and educated in Vermillion, F/O Maggs went to sea for three years with Canadian Pacific Steamship Co. before joining the RCAF in Vancouver in 1943. As a member

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**NEWS — (Cont'd.)**

of the fire prevention division of the construction engineering branch, he served at stations from Lachine, P.Q. to Patricia Bay, B.C. In 1953 he went to Europe for three years as fire chief of the RCAF's No. 3 Fighter Wing, Part of the Canadian NATO force in Germany.

F/O Maggs takes a keen interest in youthful sporting activities, and while in Winnipeg has been active in coaching little league and pony league baseball teams and junior hockey teams, both RCAF and civilian.

As a farm-raised Albertan, he has always loved horses. For the past five years, in partnership with his brother Bob Maggs, has been breeding and training purebred Arabians on their 500-acre farm near Vermilion. They have had several show successes, including a Canadian Grand Championship at Calgary in 1955.

F/O Maggs is married to the former Edna Jean Mayhew, of South Burnaby, B.C., and they have three children, Randy, 15, Darryl, 10, and Wendy, 7½.

Succeeding F/O Maggs as 14 Group Fire Marshall is F/O P. S. (Phil) Barrett, who comes from the Fire Marshal's branch at Air Force Headquarters, Ottawa.

Borne at Totton, England in 1920, F/O Barrett was educated at Guelph, Ont., and Ottawa. He joined the RCAF as a firefighter in 1940, and held the appointment of fire chief at various air force stations across Canada before receiving his commission in 1953. He is married to the former Lois Sarsfield, of Brandon, Man., who, with

their three sons and two daughters, remain in Ottawa while F/O Barrett locates suitable accommodation here.

**WING COMMANDER VINNICOMBE LEAVES WINNIPEG**

Wing Commander H. C. Vinnicombe came to Winnipeg late in 1957. He took over the duties of Chief Administrative Officer from W/C Gaffney and since that time has become a well-known and popular figure on the Winnipeg landscape. An ardent sportsman, the Wing Commander found time, in spite of the demands of his position to participate in and encourage all forms of sports on the unit. Hockey, in particular owes much to his efforts.

The Station Hockey Team, The "Buffaloes," was rebuilt by W/C Vinnicombe and fashioned into a successful outfit which won the A/C Bryans Trophy. Acting as coach, he ran the team along big league lines, insisting upon maximum individual effort and interest. "Our objective," he told them once, "is simple — to win hockey games." And they did.

Though he claims Sports as his main hobby, "Cail" (He goes by his second name) is a woodworker too. He has recently completed a cabin cruiser, and at last report was contemplating the chances of claiming 3½ cents a mile from Fort William to the sea.

The Wing Commander served as a pilot with Coastal and Transport Commands during the war. Prior to coming here, he was Staff Adjutant at the Royal Military Col-



W/C H. C. VINNICOMBE  
Metz Bound

lege, CO of RCAF Station Edgar, and Section Commander at 3 ADCC.

W/C Vinnicombe, his wife Barbara and their children Betsy (8) and Robert (7), will settle for the next four years at least at Metz, where he will be stationed with 6 ATCC.

Winnipeg, and "VOXAIR," particular of which the W/C Honorary Editor in Chief, wish them all the best in their new location.



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# "tupley's trouble"

By RON BAYNES

SOME say that Tupley's trouble was due to an over-developed sense of thrift, to his preoccupation with always obtaining maximum value for his money. I think differently. Tupley's was an enquiring and a generous mind, eager to test the validity of any claim, and anxious to pass on the fruits of his research to the world.

It is safe to say that had Thomas Tupley never been exposed to TV advertising, his life would not have taken the turn it did. For years he had absorbed newspaper and radio advertising without any untoward effect, other than perhaps a predilection for filling in coupons offering free samples. Three years ago, however, he purchased a TV set and it is from this date that we find his troubles commencing.

The first external evidence of trouble was the

brawl which one afternoon erupted between Tupley and the wife of his best friend, a next-door neighbour. Police investigating the dispute, traced origins to the actions of Tupley, who, standing on a chair near his clothes line, had held up an edge of a sheet washed in what he described as a "revolutionary dirt destroyer," and had invited comparison of his laundry with that of his neighbours. He had then delivered an impassioned oration on the correct procedure for obtaining "shiny, shimmering snow-white washes." The violence which followed was attributed by police to the closing passages of the harangue, in which Tupley implied that people were whispering about his neighbour's wife. "What," he asked meaningfully, "will they say about YOUR scruffy wash?"

The Tupley household was never quite the same after this incident, and matters went from bad to

worse. Tupley's newly-acquired habit of marching up and down the sidewalk, carrying an egg suspended from an adhesive bandage, caused comment in the neighbourhood, as did his daily demonstrations of the sound produced by forcibly slamming the door of his convertible. Even more disruptive was his demonstration, complete with skin-diving equipment and large water tank, of the unique qualities of his ball-point pen, which he insisted proving could write "under fathoms of water."

Apart from an estrangement from his friends, these developments were not in themselves sufficient to disrupt his life completely. It was only when his obsession began to encroach upon his career that those of us closest to him felt real concern. Appearing for work at the bank in which he was employed with one side of his face clean-shaven and the other heavily bearded, Tupley caused a near-riot by leaping to his teller's counter and lecturing customers and staff alike on the unique qualities of an electric razor. Order had not long been restored when Tupley was discovered racing from desk to desk exhorting the stenographic staff to pay heed to the hazards of using the wrong soap. Summoned to his superior's office, Tupley inter-

rupted the remonstrative remarks of the manager by calling attention to his teeth, which he claimed were merely superficially white and which, despite their appearance, harboured "millions of bacteria which may cause harmful decay."

His banking career terminated, Tupley lapsed into a life of increasingly active eccentricity. After sleepless nights, spent dashing from mattress to mattress (placed painstakingly before mirrors to demonstrate their posture-protecting qualities), he would arise to a restless day spent in the uneasy sniffing of coffee fumes, in listening vainly for the explosion of cereal grains, and in dropping weights into pieces of cleansing tissue.

It was at this point that the health of Tupley's wife began to suffer. The specific cause of their separation may never be known, but was known to have taken place after Tupley's exposure to a new vacuum cleaner commercial. Whatever the actual facts, it is known that she ran, screaming and incoherent, from their residence shortly after Tupley's arrival in good spirits carrying an extension for his vacuum cleaner and a circus trapeze set.

He has been absent from society for some time now, and is recuperating at a local hospital after extensive surgery. He was in good spirits when I saw him. It was painful, he told me, but it was worth it. He had proved the truth of a commercial regarding a pain-killing tablet. We hope to hear more of him.



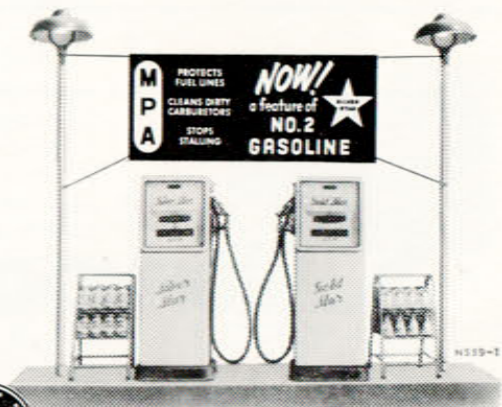
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## SAMARITAN

(Concluded from page 16)

directing a search. This was not always possible, however; since the glare of the big eye of the TV camera froze some of the most articulate people into immobility.

The production was not unplagued by mishaps. The floor director added an unrehearsed scream of pain when he mashed his fingers in his "clap-stick" during a filmed sequence. Later, when an Otter posed for inside and outside shots, the marshalling airman appeared to have changed his winter hat to a wedge—it turned out that the first airman had gone off shift between "takes." The wind, however, was the real villain. During a live sequence, an unserviceable mike forced Ron Hunka to switch to one with no protective wind-sock, and for 12 minutes, while sparkling pictures of 111 KU Otters, helicopters, Dakotas and Lancasters appeared on TV screens across Canada, nothing could be heard but the roar of a 35-knot breeze.

Such contretemps hindered but did not dampen the show. A two-year-old civilian wreck, suitably decked out with pieces of cowlings and engine parts to make it look newly crashed, was located north of Winnipeg, and a crew of CBC personnel and airmen, complete with 4-day beards, flew in to set up a rude camp and work out an "SOS" on the lake. The next day three para-rescuers jumped from a Dakota in front of the grinding camera in a companion aircraft. They guided in a helicopter with F/L Jim Jeffs at the controls, who brought the "survivors" to a nearby village for evacuation to Winnipeg by Otter.

The film portion of the show was completed the last week in April, and the CBC moved half-a-million dollars' worth of mobile control truck and equipment to the 111 KU hangar area and hoped for a good day. Except for the strong wind, they got it; and the show held the attention of the Saturday afternoon audience.

Once again, "Per Ardua Ad Astra" meant "Through Difficulties to the Stars"—TV stars, that is.

(Courtesy Public Relations Office, 14 Group HQ)

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## Winnipeg Motor Products

*"Growing with St. James"*

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## PERSONALITY

(Concluded from page 12)

crew of the eight-inch gun cruiser HMS "Dorsetshire." As it turned out, he had joined on the eve of World War Two, and it was as a sailor in the RN that he spent the war years.

The War for him, began in the Pacific, where "Dorsetshire" was cruising at the outbreak of hostilities. The German pocket battleship "Deutschland," (later re-christened "Lutzow") had just left Nagasaki, Japan, and "Dorsetshire," attempted, unsuccessfully, to intercept her. Five years later, war's end found Len back in the Pacific, enroute to Singapore. But much water had passed under the bridge in the interim.

What came in between sounds like a roll call of the famous battles of World War Two, — both victories and defeats. In the early days when defeat seemed to dog the Allies, Len seems to have gone from one hot spot to another. When fortunes changed, he was in on some victories too.

He participated in the ill-starred attempt to rally Dakar to De Gaulle in '40, and in the following year watched "Dorsetshire's" eight-inch guns flatten Italian installations in Somaliland during Wavell's victorious East African campaign. In 1941, he remembers wrestling with the ship's huge battle ensign as the "Bismarck" went down on a squally May morning with three of "Dorsetshire's" torpedoes in her innards. Later there were submarine-dogged, dive-bomber-harassed runs to Malta, when that island's existence hung on a slender naval string.

He was aboard "Dorsetshire" when she intercepted, and sank at a range of 12,000 yards the German raider "Elsing Fonteyn." And early in 1942 he was one of a naval party landed in Singapore to assist in the defence of the fortress. The Japanese were slipping down through Malaya, and Len was captured in Singapore at the tip of the peninsula. After seeing several fellow-prisoners butchered, and others disappear inexplicably, he came to the conclusion that the Geneva Convention's provisions would probably not guarantee his continued existence. Accordingly with a group of fellow-prisoners, he went over the wire,

and incredibly, made good his escape to Sumatra. When Sumatra, in its turn fell, he went out by submarine and rejoined the "Dorsetshire," in time to be sunk by Japanese aircraft in the Indian Ocean. "Dorsetshire" had been attempting to rendezvous with the remainder of a British naval formation. Instead she rendezvoused with a Japanese task force. Len, wounded, was over a day in the water. A heavy oil slick, marking the "Dorsetshire" grave, kept the sharks away. The oil caused him stomach trouble, but he wasn't complaining.



LEN JAMES 1943

Len's next ship was "Valiant," a venerable battleship, from which he witnessed the invasion of Sicily, the surrender of the Italian fleet in '43, and the landing in Salerno. This action, he recalls as memorable in that the Valiant's guns didn't stop firing for four days.

In '43 he joined a minesweeper on the Murmansk run. Sweeping far ahead of the embattled convoys, he was this time, more of a spectator than usual. But the change from Mediterranean sunshine to Arctic cold was uncomfortable. D-Day found him in British/Canadian MS Flotilla — the first ships to reach the beach. In August 1944, he was wounded off Cherbourg by shrapnel and hospitalized. At this point, the Navy sent Len to Esquimalt, BC, Canada as an instructor. Canada made a deep and lasting impression, one

which has remained with him to this day. He went back to sea before the war ended, and was present at Singapore when the enemy surrendered the fortress, — a not unsatisfying experience.

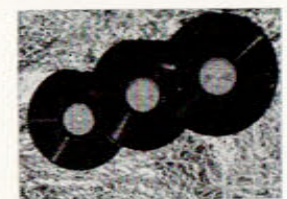
Released from the RN, Len went into Police work with Scotland Yard. On the beat, and in police cars, he was for eight years, active around London, in work which was interesting and colourful. But wherever he went, he kept thinking about Canada. "I've been to many countries" he says seriously, "But I had a yearning to go back to that one." One day, in '55, sitting in a police car, he heard from a radio operator that the RCAF was looking for qualified police personnel. He turned the cruiser around, covered the seven miles to CJS and signed on the dotted line. He has never regretted it.

Here at Winnipeg, Len has been active in the local Drama Club, acting in several productions, the latest being "Sabrina Fair," — and at the local Playhouse Theatre too (He was in "Bald Soprano.") He thinks acting helps a writer. He would like to act Radio and TV parts, but writing is his primary concern. His technique,—as applied to "Operation Briggs," — for successful writing: "Write, write—keep writing."

It might be added that having something to write about is also important. He shouldn't have any difficulty there.

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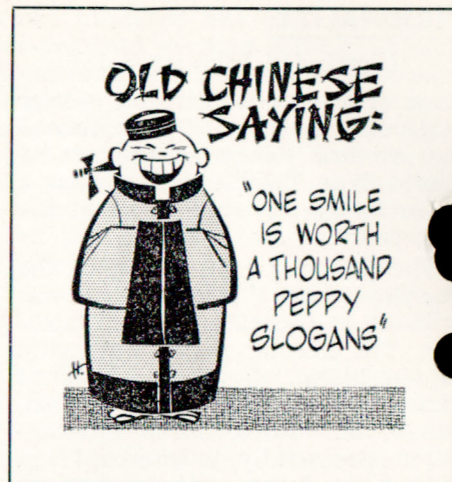
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MILDEST  
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TASTING  
CIGARETTE



**PERSONALITY**

(Concluded from page 13)

duties — in charge of aircraft loads of patients being flowing across the Continental USA, in Convair C-131 hospital aircraft.

Norah came to Winnipeg in October 1957. Here she found a pressing demand for the services of a Flight Nurse. For apart from regular "Air-evac" trips to Churchill, there is a steady, supply of unscheduled, unexpected, and often dramatic missions, conducted by 111 KU Flight. Such emergency flights have averaged about two per month.

Norah likes her work — particularly the "Mercy Missions," partly because of the excitement, but chiefly because she knows that she, in company with the rest of 111, is fulfilling a vital need. In the far, un-served North, even a case of boils can be an emergency. It was just such an errand which took her, and the crew of a Dakota 1,725 miles

to Isaachsen, a DOT outpost in the North West Territories, and on to Baffin Island recently. Complications in childbirth, acid in the eye of a Northern worker, — all assume a new urgency in the wilderness.

Dressed in flying suit and 5A's, Norah spends a lot of her time in the air. "Flying those long distances is tiring" she admits. And often on landing there is a language difficulty, for many of 111's passengers are Eskimos. But she gets through to them, largely with sign language. The arrival of an RCAF aircraft, and an airborne Nurse seldom fails to create a stir in the remote North. "I feel like a real movie star."

In flight Norah is responsible for the welfare of her patients, — their in-flight care, medications, treatments, the evaluation of their condition and providing the watching, answering and bedside comfort that a sick patient needs.

Norah was emphatic on the support given her by One Eleven KU.

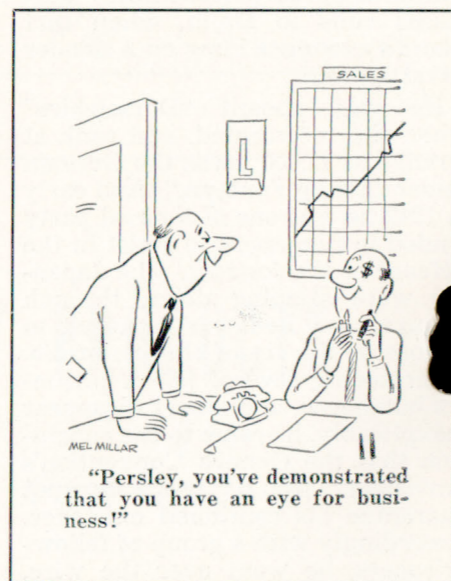
"I would like to go on record" she says firmly "as thanking them all for being so good to me. The help they have given me is appreciated more than I can say. Everyone has been wonderful."

We threw a final question at Sister Barker as our ten minutes ended. "How do you feel about married life — after a career as a flight nurse" we asked her. "Do you think you'll miss the adventure?" Norah smiled prettily caught the ball and held on. "Marriage is an adventure too," she said.

F/L Bob and Norah Dalzell will settle in Moose Jaw. We wish them a happy and successful future. But in the meantime, the RCAF was keeping Norah busy. Three days before her wedding, "VOXAIR" phoned her, to check the story. "Sorry" was the reply. Sister Barker is in Churchill.

**SOLUTION TO CROSSWORD PUZZLE ON PAGE 21**

- |               |             |             |              |
|---------------|-------------|-------------|--------------|
| <b>ACROSS</b> | 34. Sped    | <b>DOWN</b> | 27. Superb   |
| 1. Sheath     | 36. Even    | 1. Stature  | 29. Rent     |
| 7. Pails      | 37. Bolero  | 2. Hothead  | 31. Isle     |
| 12. Tongue    | 39. Artist  | 3. Enter    | 33. Ovals    |
| 13. Immense   | 43. Saver   | 4. Ager     | 35. Doctored |
| 16. Bottens   | 44. Cools   | 5. Tun      | 37. Banana   |
| 17. Topsoil   | 47. See     | 6. Hester   | 38. Overdid  |
| 18. Ether     | 48. One     | 7. Pittance | 10. Isolate  |
| 19. Tutu      | 49. Batiks  | 8. Amour    | 11. Senates  |
| 21. Solo      | 51. Mona    | 9. Imp      | 42. Tease    |
| 22. Suer      | 52. Nard    | 10. Less    | 43. Sonic    |
| 23. Refard    | 54. Mola    | 11. Snooper | 45. Oil      |
| 25. Pep       | 55. Colas   | 14. Silent  | 46. Okapis   |
| 26. Era       | 56. Inditer | 15. Elope   | 50. Amene    |
| 27. Siron     | 58. Prelate | 16. Beset   | 53. Dire     |
| 28. Irene     | 60. Cairen  | 20. Ute     | 55. Cede     |
| 30. Tedium    | 61. Iodate  | 23. Rimer   | 57. Tel      |
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