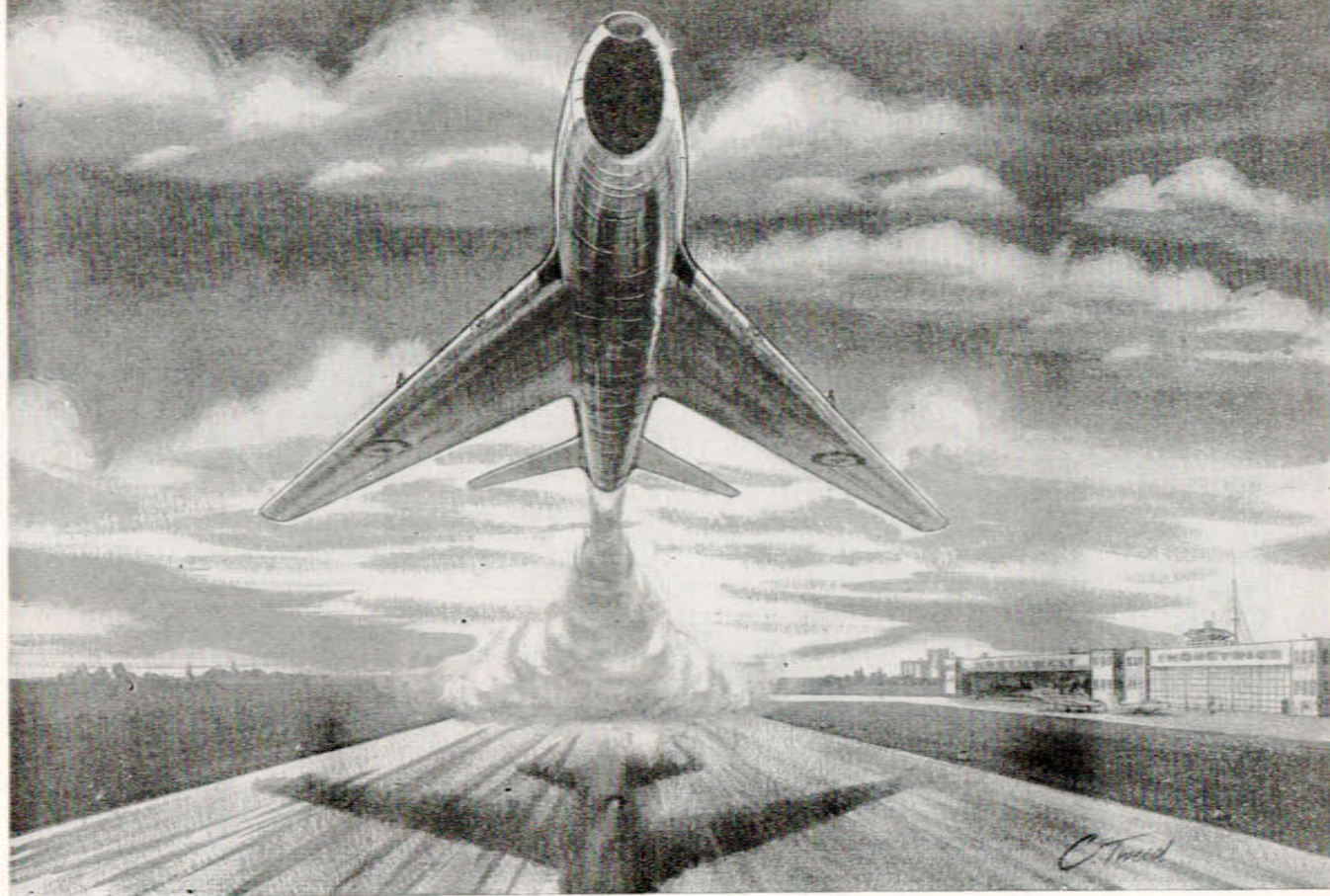


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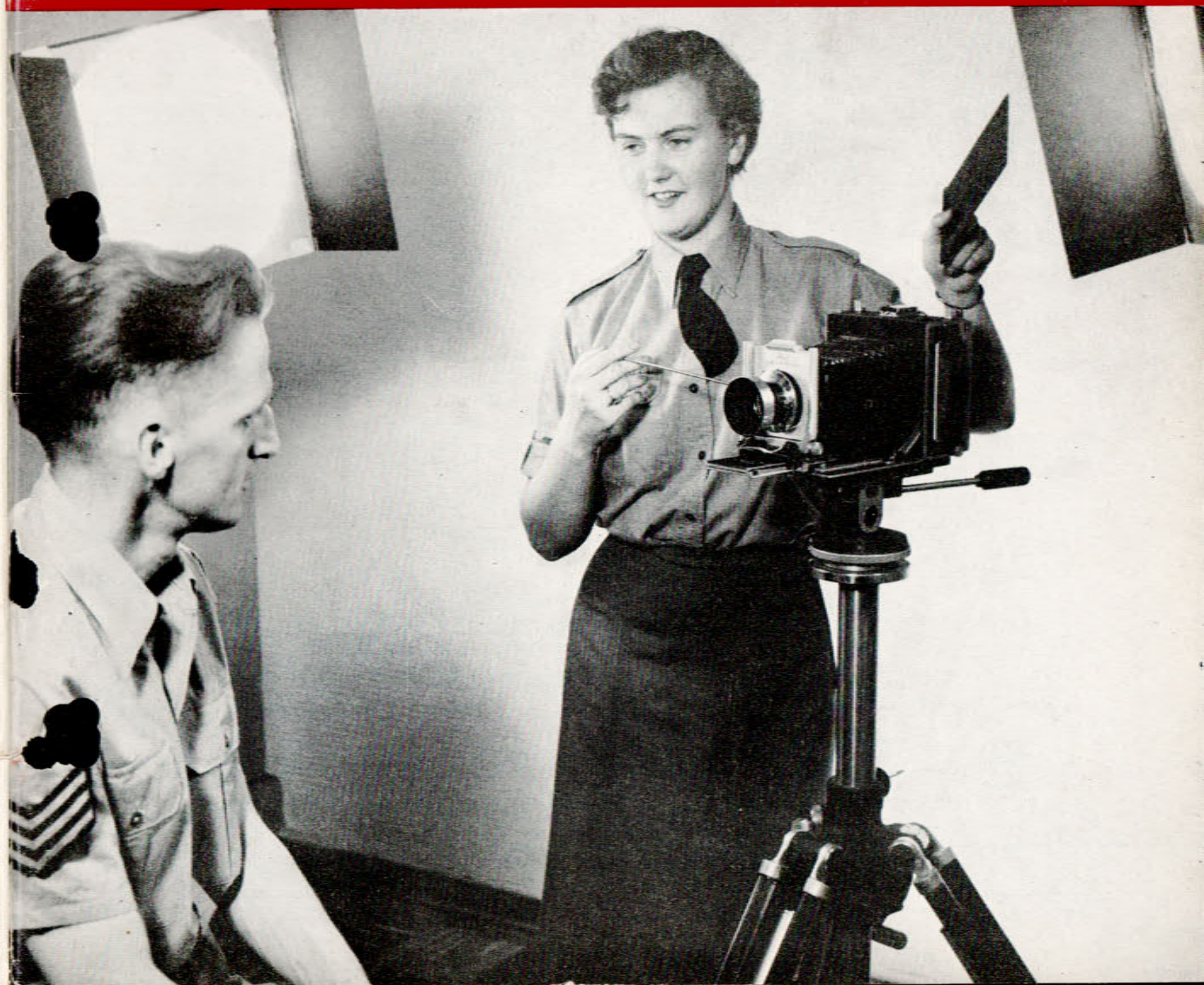
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JULY, 1957  
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# **VOYAIR**



*An Airforce Newsmagazine*





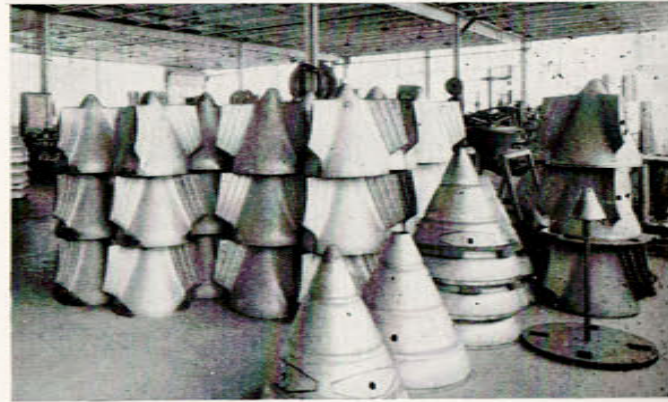
The Company undertakes considerable modification work for the RCAF, including the conversion of CF-100 interceptors to 2-seater trainers. Components for the Navy's CS2F-1 are also being manufactured in this plant.



Bristol helps keep the RCAF flying through its part in the RCAF's CAIR (Calendar Aircraft Inspection and Repair) program. Contracts are held for regular checks on RCAF Beech Expeditors and CF-100 interceptors in Western Canada.



The manufacture of Edo aircraft floats, under licence, has been carried on in this plant since 1930. Bristol is the only Canadian manufacturer of such equipment, which now includes the latest amphibious landing gear.



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AN AIRFORCE NEWSMAGAZINE

VOLUME 6, No. 5

JULY, 1957

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PRODUCTION DIRECTOR

F/O R. SOTOLOV  
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CONTRIBUTING EDITORS

CPL. GIL SMITH  
CIRCULATION MANAGER

CPL. R. W. BAMBRICK  
OFFICE MANAGER

Eastern Office  
F/O Harry O'Hara  
P.O. Box 302, Trenton,  
Ontario.



Cpl. D. Askett

# COMET ARRIVAL IN WINNIPEG

By Cpl. Bud Pauls

Airplanes have always been compared to birds. But, short of sprouting feathers and flapping wings, few man-inspired flights can approach the bird-like majesty of the British Comet jet. It reminds one of a soaring eagle, particularly when banking at a comparatively slow speed and descending with its undercarriage extended as one did over west Winnipeg and St. James recently.

This was not the first visit of a Comet to Winnipeg. It is understood that one landed here and attracted considerable attention in June, 1953.

The most recent Comet to be

seen here was an aircraft of the RAF's Transport Command. Flown by Flight Lieutenant Tim Lamb, who recently served as an exchange pilot with the RCAF's Thunderbird Squadron at Lachine, Que., the sleek machine carried members of an RAF specialist navigation course from the Royal Air Force Flying College at Manby, England, headed by Squadron Leader E. A. Rockcliffe, and also several staff officers of the British Air Ministry.

The big plane arrived in Winnipeg from Washington and left three days later for a United States Air Force base near Sacramento, Cali-

fornia. The trip to the west coast was made in three hours and 38 minutes. Winnipeg was the Canadian stop of the touring navigation course with their jet transport.

The plane is designated the Comet II—the successor to the ill-fated original version of the Comet which was the first turbojet transport aircraft to fly, but which met with several disasters in the form of crashes. The plane has since been extensively re-designed to eliminate the problems encountered in earlier models and the Comet II is the first of several new versions which are now being produced.

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## THE OFFICERS' SHOP

PORTAGE NEAR KENNEDY

WINNIPEG, MANITOBA



G/C Jacobson, the crew of the Comet and a group of visiting specialist navigators are shown above.

The RCAF has two Comet aircraft which are presently at the De Havilland plant in England where they are being modified. These will be almost identical to the Comet II when work is completed. The Comet seems to be gaining in popularity, and the Queen and the Duke of Edinburgh recently made a flight in one of them. The crew of the plane that dropped in on Winnipeg praised it highly.

Of great interest, particularly at RCAF Station Winnipeg, was the visit of the RAF specialist course, which is the most advanced post-graduate navigation training given in the RAF. One course is held each year and is of 47 weeks' duration. The courses are arranged to train experienced navigators for staff positions in the air force, giving the students the highest level of training in the navigational and associated equipment fields. Graduates serve as technical advisers in the development of new equipment and techniques, in research and testing

positions, and as supervisors of navigation techniques and standards.

A Canadian course visited Manby earlier this year during a training visit to research, manufacturing, and training centres in the United Kingdom. The RAF visit to North America was a similar training trip.

While in Winnipeg the British course was given information on the latest Canadian development in the aviation field by officers from Air Force Headquarters, a scientist from the Ottawa electronics laboratories of the National Research Council, and staff members of the local navigation training schools.

For those with an interest in statistics (and who would thus callously destroy the comparison to birds by underscoring proper perspective) the following figures are provided: wingspan 115 feet, length

(Continued on page 32)

## Silverwood's DAIRY PRODUCTS

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# AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS

## SEBRING RACE



A brief glimpse of some of the smaller cars rounding a bend at the 1957 Sebring race, which, as you may know, was won by Fangio with Moss second. The Results shown here, won first three places in their class (750 cc-1000cc). The Alfa Romeo in the background is unidentified.

## CAR NOISES EXPENSIVE AND OTHERWISE

For a variety of good reasons the sudden appearance of a new noise from the working compartment of the family chariot can always be counted on to cause the heart to miss a beat, and such thoughts as, "Does that mean the end of the next holiday, or can I get by using the money for the wife's new coat?", spring to mind all too readily. This stage is usually followed by dropping around to George, who is supposed to know something about cars, to listen to his opinion. After a number of these visits the foolishly inclined owners tend to take the least serious diagnosis as Gospel and carry right on until a further "noise" develops. Yet, no matter which way we let any unknown noises develop, they can turn out to be most expensive to cure; and a correct diagnosis at an early stage, followed, needless to say, by corrective action, can minimize the expense. Conversely, an incorrect analysis may prove disastrous to car and pocket. Which all boils down to—get a good mechanic as soon as possible. Now for those individuals who'd like to ascertain roughly the troubles they are likely to run into from various noises, knocks, squeaks, thumps and thuds, I'll see if I can run some of them to earth for you.

**PISTON SLAP**—This sharp metallic sound is caused by excessive clearance

between cylinder and piston, and is most noticeable in a cold engine. As the engine warms it gradually diminishes. It can also be heard when the engine is ticking-over and during acceleration in top gear, though it ceases as soon as the foot is lifted. Piston slap can be left alone unless it is very severe, for it is a common fault on high compression engines normally occurring in all cylinders. If it should be present on one cylinder only, it can be shorted out. One condition that can cause slap is when the piston crown (top) edge makes contact with the cylinder wall. This is a result of the ring lands bearing on the cylinder and may be eliminated by reducing the land diameter. Incidentally, piston rings when broken don't normally make any noise.

**BIG END KNOCK**—This heavy thudding noise should not be confused with piston slap even by the rankest amateur. It is at a minimum in a cold engine and rises as the oil thins out in a warm engine. This should not be heard on tick-over unless the bearings have completely failed, but normally is heard on a light running engine—not on the over-run. May also be heard when the throttle is snapped open in neutral. As a general rule big end knock cannot be left, though there are various degrees of seriousness from



By PETER McLOUGHLIN

a slight noise to a rumbling chorus. This last would indicate that the bearings had run and the engine would not even be safe to run over a short distance. A slight knock from all main bearings denotes general wear and tear on the crankshaft, besides an engine in poor shape.

**WRIST PIN KNOCK**—The clearance on big ends may be as much as 2 to 3 thousandths without damage, but on the small end it has to be held to very fine tolerance to avoid noise. Knock from this region can be distinguished by being audible on a closed throttle when the R.P.M. is falling off, and to a lesser extent on tick-over. If under these conditions the throttle is snapped open the knock will disappear before the engine speed increases. In a bad case this may also be heard in a car coasting down hill in gear with the engine shut off. Need not be worried about unless bad. An engine will even run with a broken wrist-pin, though this will lead to broken piston bosses and complete failure. Incidentally, it is also possible for noise to appear if the con-rod is out of alignment and rubs against the piston bosses. For various reasons it is essential that there be no mis-alignment. Mis-alignment is uncommon in modern engines.

(To be continued)

### ASTON-MARTIN D.B. 2-4 MARK 111 DOMESTIC CARS

Externally, the new model announced in New York the other week remains unchanged excepting the tidying up of the frontal treatment so that it resembles the DB3S. The 29 cc. engine now develops 200 bhp, almost twice what the original version appeared with in 1950. The increase has been due to revising the head and camshafts, better carburetion and a stronger bottom end. Numerous performance extras are available, including disc brakes for the front wheels. Small items such as sealing, ventilation, instrumentation, etc., have also been changed to make a better all-round car. Price in the U.S.A. will be \$6,950.

### DOMESTIC CARS

For anyone contemplating the purchase of the latest Detroit tail-fin wonders I would suggest that you have a long and ardent look at the current Consumer Report on 1957 Auto Ratings. Only two cars rated "best buy" tags—the Chevrolet 210 V-8, with powerglide and the Cadillac 62 series! An enlightening review of the industry is added as an extra bonus—seems they've got themselves into one heck of a small hole, and that boom predictions were, to put it mildly, premature.

## MERCEDES-BENZ 220S SEDAN



The firm of Mercedes-Benz, which, incidentally, is the oldest car manufacturer in the world, has only recently invaded the Canadian market in force. In fact I doubt we shall see their full scope until the Studebaker-Mercedes-Curtiss tie-up is exploited, and that shouldn't be before another two years. An agreement signed last month gave Studebaker full sales rights to all Mercedes products and as well the patents used in their manufacture—an excellent boost for that ailing outfit. At present they are marketing eight models here and a price comparison follows:

Mercedes 180D—diesel	\$3,414
Mercedes 190—Sedan	3,412
Mercedes 190SL—Sports (with two tops)	6,100
Mercedes 219—Sedan	3,750
Mercedes 220S—Sedan (\$2,850 in Europe to servicemen.)	4,400
Mercedes 220S—Coupe	7,600
Mercedes 300C—Sedan	7,500
Mercedes 300SL—Sports Coupe	9,900

### Prices for Extras:

Automatic transmission, 300 only	\$250
Head rest, per seat	32
4 pieces of fitted baggage	116
Sliding Roof	245
Radio (le Mans)	181
Leather upholstery	310
Reclining seats	41
Windshield washers	24

The 220S, the model we are concerned with in this write-up, comes under the Buick classification in respect to price range and model position. Perhaps the average person looking at the price asked for this somewhat austere looking, Teutonic car may decide his money could get better value elsewhere. Yet, in this machine we have one of the finest pieces of modern automotive machinery available anywhere, coupled with a reputation for long life and good serviceability that is virtually second to none; factors that weigh heavily when a car is going to be kept and not traded every two years. The lines are smooth

and graceful in a German way, with a touch of the classic left in the upright radiator. I'm afraid to have to admit that too much unwanted chrome trim has been added for this market, where, the Germans feel, it is essential if a car is to sell. A nicer looking car to my mind is the 219. If I have any additional comment to make on the lines it is that for a firm as internationally renowned for initiative and original thinking, all too little thought has been put into the overall lines of these sedans which definitely lack the touch of the artist; in contrast, the opposite can be said about the two SL series sports cars which embody really outstanding looks. For what it is worth, it is rumoured that the sedans will carry the sports lines in the coming year.

Outside finish is extremely good, by our standards but in comparison to pre-war products of the same firm, it is possible to pick out the paint and metal flaws that are, I suppose, pretty hard to overcome on a large production car. The particular car I inspected

closely, also showed some rust spots in metal joints. Bosch lights have been replaced by standard sealed beams; a pity—not too necessary as Jaguar seem to get away with their production lights. The bustle covering trunk space at the rear also has the look of an afterthought to me, but then we have our own tastes to partly blame for that. All the tail lights were combined in small units, one on each side of the rear; a good idea, though it means that both the tail stop-light and the reversing light are too small, in this case, to be ideally functional. Bumpers are effective and nicely designed—a pleasant touch being the built-in reflectors beneath the rear over-riders. Ventilated wheel discs attractively set off the balance of the remaining chrome which is of excellent quality.

(Continued on page 7)

### "TECH SPECS"

#### Engine:

6 cyl, sohc, bore 3 5/32" and stroke of 2 7/8" (80/72.8 mm), C.R. of 7.6:1, 2 Solex No. 32-PAJTA, dual choke, downdraft, 112 bhp at 5000 rpm, max. torque of 129 lbs./ft. at 3800 rpm. Idles at 600 rpm. Final drive 4.11.

#### General:

Wheelbase of 111 ins., tread F/R 56 1/4/57 1/8, independent suspension all four wheels, 4.5 lock to lock on the steering wheel, 165 sq. in. brake lining area, tires 6.70 x 13, length 185 1/2 ins., width 68 1/2 ins., height 61 1/2 ins., weight 2,955 lbs. curb, tank holds 16 gals. including 1 1/2 gals. reserve.

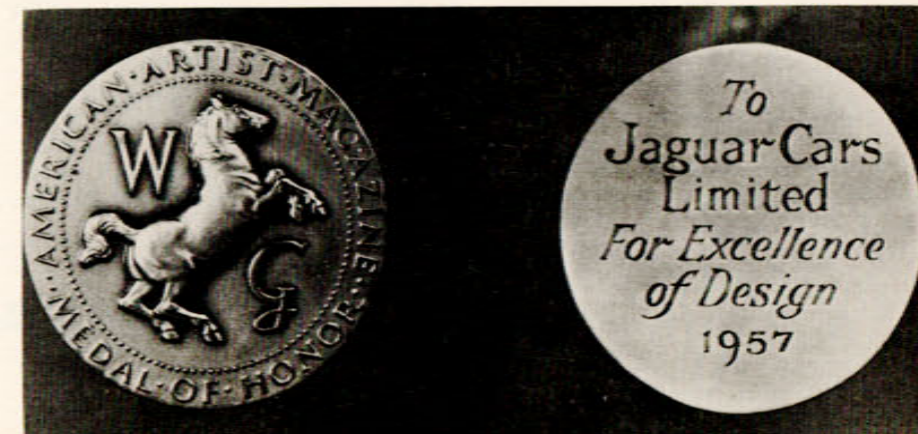
#### Performance:

Fuel consumption: 22/27 mpg. 0-30: 4.2 secs., 0-60: 15.3 secs., 0-80: 28.0. Top speed of 101.

#### Price:

\$4400 f.o.b. Montreal. \$7600—for the coupe, of which the photographs are shown.

## JAGUAR MEDAL



Jaguar awarded design Medal of Honor by "American Artist".

# MUSIC with MAUREEN . . .

This is the first of a series of articles which will appear in your magazine, featuring the news on the latest record releases in all fields of music. I hope you'll find it interesting.

The nation's top ten tunes have shown no indication of changing, so here is the standing as of June 22:

1. Love Letters In the Sand, by Pat Boone.
2. All Shook Up, by Elvis Presley.
3. Dark Moon, by Gale Storm.
4. A White Sport Coat, by Marty Robbins.
5. Little Darlin', by the Diamonds.
6. So Rare, by Jimmy Dorsey.
7. School Day, by Chuck Berry.
8. Round and Round, by Perry Como.
9. Four Walls, by Jim Reeves.
10. Bye Bye, Love, by Jack Kingstone.

The whole music world was saddened by the death of the great Mr. Jimmy Dorsey. We lost a great showman and artist with his passing.

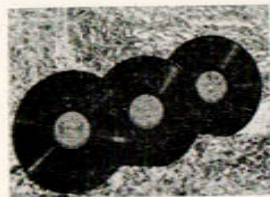
## HAVE YOU HEARD . . .

The Diamonds have a great new one out, called "Don't Say Good-bye," backed with "Words of Love." This is destined to be another hit for them. . . . "My Dream," by the Platters, backed with "I Wanna," which was taken from the Platters' first long-playing record, is starting to climb. . . . Petite Tessie Brewer steps out front with a pop hit version of one of the great country standards on the Coral label called "Teardrops in My Heart." We will always welcome a new record by this gal. . . . The Guy called Mitchell has a recent release called "Sweet Stuff," backed with "In the Middle of a Dark, Dark Night," on

Columbia. . . . Taken from the new documentary film, "The James Dean Story," a new song called "Let Me Be Loved," by Tommy Sands, comes to view. Quite the combination, James Dean and Tommy Sands! This is rumored to be another hit for the boy of "Singing Idol" fame. . . . "Old Cape Cod," by Pattie Paige, is getting quite the play on the radio, but where are the sales?

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## CAPITOL RECORDS

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The long-playing record, most played by the disc jockeys right now, appears to be "A Swinging Affair," by Frank Sinatra. He does an expert job on this record, especially on "Night and Day." . . . Sarah Vaughn's most recent L.P. is all Gershwin songs, which Sarah puts across in her inimitable style. This long-playing record is just too marvellous for words! . . . "About The Blues," catches Julie London in her breathiest and most sultry mood. Backed by Russ Garcia, this

record is expert and quietly modern. Tunes include "Blues In the Night," "Basin Street Blues," etc. . . . "Jazz at the Blackhawk"—the Cal Tjader Quartet. The Quartet has never been recorded better. The record, which was recorded right in the Blackhawk Club is a rewarding session, with the good acoustics of the club, and the excitement of recording before a jazz audience, all adds up to make this one of the most genuine in-person recordings in quite some time. . . . The great Miss Chris Connor still seems to be able to put a song across better than any other female artist. An example of this is "Where Are You?" on her Atlantic 1228 L.P. Unheard of, is this gal, Thelma Gracen, on the Wing label, but the way she sings "I'll Remember April" is something to hear and enjoy. I've never heard it done better.

Mercury's quality of records are improving more everyone seems to agree. Recently released on the label is Rimsky-Korsakov's Le C D'Or Suite, and Borodin's Polovsian Dances from Prince Igor. This record is by the London Symphony Orchestra and Chorus, with Antal Dorati conducting. This is very enjoyable. On the PYE label is Elgar Enigma Variations OP. 36, and Purcell Suite for Strings )arr. by Barbirolli with Sir John Barbirolli and the Halle Orchestra. A record which I enjoyed very much was the Liszt Piano Concerto No. 1 in E-flat major, and the Grieg Piano Concerto in A minor, Op. 16, with George Weldon conducting the Halle Orchestra. The pianist is Richard Farrel. This is also on the PYE label.

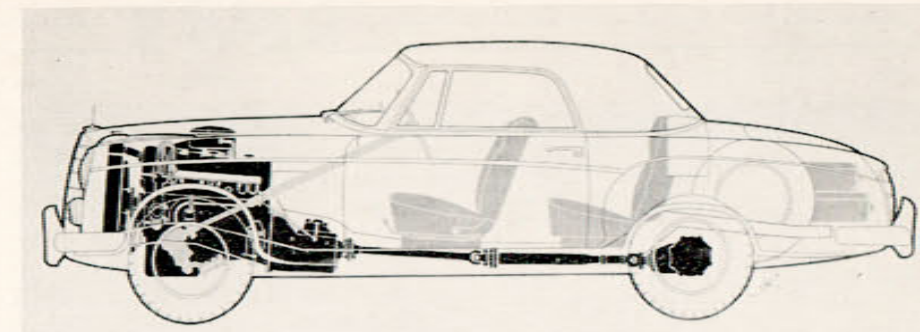
Everyone has heard of "My Fair Lady," the Broadway play. Well, now there is "My Square Laddie," a take-off on the play. This should

prove amusing, especially to the English. I enjoyed it, but I'm a Scot.

Well, that's all for this article. See you next month.

MAUREEN HARPER

Our thanks to Maureen Harper of Deer Lodge Radio for this series of articles. Drop in and see her. The music bar at Deer Lodge is most complete.



Above is a cutaway drawing of the Mercedes Benz 220S sedan showing the powertrain and suspension.

## AUTOS

(Continued from page 5)

It is only when you get inside a Mercedes that you start to realise where the money has gone, and that interior combined with the driving characteristics mean an expensive car in any country. I'm sorry to say that the specimen that was put at my disposal in Montreal, through the kindness of the local distributors, was decidedly "sick." Yet though, it was impossible to tell the true acceleration or top speed region, I could still get a good conception of the overall feel of the machine. We proceeded off the main speedway and bashed off over the most atrocious roads—reminded

me of old Manitoba—where the car promptly ate them all up without as much as a murmur. Made me wish all cars had independent rear suspension! The torque at lowish speeds was poor, but again that may have been the particular car itself. On corners the control was easy, provided you kept your foot down, and the car heeled little even when driven hard. I also liked the brakes, which seemed most efficient—no doubt aided by those huge finned areas on the drums. Steering was light and positive, points that lead to an effortlessly driving car in town and country. Pedal spacing was also good. I can't say I approve 100 per cent of their shift system. The travel between gears is too long, though

smooth enough, and I, personally, found second gear awkward to find when shifting down. The heating system survives with full marks and, I might add, even does the side windows as well. The upper vents are ingeniously controlled by port-holes with adjustable flaps for directing the air. As a cruising car 60-80 could be held all day without any effort on the part of either party.

To the average owner, if such a person exists, I feel he will get the most delight out of the interesting extras thrown in with the car as they are, by and large, items we don't normally see over here. As an example, beneath

(Continued on page 30)

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**COUGAR HUNT**

A cougar is creating a pet problem for the personnel at RCAF Station Holberg at the northern tip of Vancouver Island and professional hunters have been imported to combat the marauder.

During the last few months the cat and dog population at the RCAF married quarters at Holberg has dropped off at an alarming rate. In fact a recent nose count hardly drew a sniff.

Air Force personnel were at a loss to understand why the animals failed to return home, until one day they spotted large footprints in the mud. They were cougar tracks.

The problem was reported to the game department and a professional cougar hunter was dispatched to the scene with rifle and two hound dogs.

Round one went to the cougar so far as the RCAF was concerned. One hound failed to return to

base and the second showed up four weeks later badly chewed, scratched, and with one eye in serious condition and half starved; obviously the result of a tussle with a cougar.

Officers at the base said a total of 17 dogs and cats went missing in six weeks. There are only seven cats and five dogs left in camp.

"At the present rate they will be gone in about two more weeks," one officer said. Although the possibility of the large "cats" attacking humans is negligible, personnel are taking no chance. "We bring the dogs and cats in at night now—as well as the kids," the officer said.

A. M. Hames, 48, of Merville on Vancouver Island, a cougar hunter of 30 years experience, was flown to Holberg by RCAF aircraft late last month for his second attempt to rid the base of the cougar.

He was backed up in the project by three hounds.

**JUBILEE YEAR FATHER & SON BANQUET FOR CUBS & SCOUTS**

The annual Father and Son Banquet was observed by the Cub and Scout groups here on Monday, the 17th of June. The traditional "turkey and trimmings" were served in a manner matching the grandeur of the occasion by members of the Guild. The Airmen's messing staff is to be complimented on their excellent cuisine.

After the dinner, the toast to the Queen was proposed by Cub Doug Latham, followed by a toast to the father by Queen's Scout Robert Frogley. The reply was made by F/O A. Witham.



Cpl. D. Askett  
Mr. J. C. Harwood, Executive Commissioner of Scout Headquarters, during his address to the group.

The Executive Commissioner from Scout Headquarters, Mr. J. C. Harwood, was introduced as the guest speaker for the evening by W/C Davy. "Souter Joe," as he is more intimately known to his many friends in Manitoba and North Western Ontario, gave an inspiring address about the Father of Scouting, Lord Baden Powell. He observed that from a humble beginning of only 32 boys, the movement had grown until now, in its 50th year, it numbers several millions; in countries all over the globe—

with the exception of the Iron Curtain countries.

W/C Davy, S/L Gurney, F/L Brackenbury and Flight Sergeant Mack were invested into the Scout movement by Scouter J. C. Harwood, who also presented them with their Group Committee buttons. Padre's badges were received by S/L Holley, of Group Headquarters, and F/L Irwin, of the Station, as they took the Scout Oath.

James Robertson and Jim Keenan were presented with their Cub instructor badges by Cubmaster Bob Bernard. These two Scouts have been doing a fine job for the past few months assisting Cub leaders.

When a Cub has earned his first and second stars and is ready to go up to Scouts he is presented with the "Leading Wolf" badge at the "Going-up Ceremony." This badge symbolizes his step upward to the great brotherhood of Scouting and leaving all his boyhood days behind. Jamie Robinson and Jim Keenan were accorded this honor by Cubmaster Bob Bernard.

Gerry Booth, having met the requirements set by his church, was presented the "Life and Religion" badge by F/L Holley, of Group HQ.



Cpl. D. Askett  
Commissioner Harwood swearing in the executive committee and padres. Left to right are Mr. J. C. Harwood, S/L Gurney, W/C Davy, F/L Brackenbury, F/S Stock and S/L Holley, and F/L Irvine (inset).

Proficiency badges were awarded to two Scouts; Queen's Scout Robert Frogley won his Air Navigator and Air Apprenticeship badges, and Scout Robert Elliott his Collector's badge. The awards were made by the Commanding Officer, G/C G. F. Jacobsen.

The Scouts then gave a demonstration of their skills by erecting an altar fire—one of the types of cooking fires used at camp. The advantages of this type of fire were explained to the fathers by Patrol Leader George Brackenbury.

A very entertaining and interesting evening was brought to a close as the Clubs, led by Bob Bernard, sang their closing hymn.



Cpl. D. Askett  
Scouts James Robertson and James Keenan receive their Cub instructor badges from Cubmaster Bob Bernard.

Cpl. D. Askett

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GRAND TROPHY WINNERS



LAC J. B. Smith

Three of the Grant trophy winners are shown, Cpl. Charbonneau, Cpl. Pagget and Cpl. Scoble. Missing is Cpl. Kennedy.

Fifty corporals from RCAF Station Winnipeg represented this unit at an inter-mess indoor sports competition held at Gimli last May 10th. The competition—for the John Grant Trophy—takes place regularly; until now the trophy has been held by Portage. This long period of supremacy was ended by Winnipeg, who took two wins and six second places in the latest competition.

The contests covered the whole range of indoor sports, including table tennis, snooker, darts, bridge and crib. The other contending units were RCAF Station Portage and RCAF Station Gimli.

Things got under way in the afternoon and carried on into the evening, with an intermission for supper. Winnipeg's two wins were gained by Cpls. Scoble and Ken-

nedy in darts doubles and by Cpls. Charbonneau and Paggett in snooker doubles.

Runners-up who contributed to the victory were Cpls. Frenette, Sywaic, Shaw, Graham, Wilkinson, McNeil and Richardson.

Co-ordinating at this end was Cpl. Bob Barnard, who is to be congratulated along with his committee on an excellent job. Much praise is also due to the Gimli committee, headed by Cpl. Art Walters. The Winnipeg contingent returned singing the praises of the way things had been handled by the host-unit. Especially enthusiastic were the comments on the supper laid on for the hungry corporals with a menu including turkey, immense T-bone steaks, chicken and other delicacies.

RON BAYNES.

RCAF LITTLE LEAGUE OVERSEAS

When officials of the American Little League baseball in Europe decided to ask their Canadian cousins to enter a team, they probably thought they were just being polite to their northern neighbors. Now, however, they are under the impression that they have a tiger by the tail.

The tiger in this case is the RCAF Air Division Tiger Ball Club, composed of sons of RCAF personnel serving with Canada's NATO Air Division headquarters at Metz, France. With all players between the ages of eight and 12 years, as called for by Little League rules, the Canadian youngsters have beaten the American friends soundly in the first two games of the schedule.

In the league opener at Verdun, France, the RCAF lads trimmed the American Army youngsters 8-2, behind the effective twirling of 11-year-old Brad McManus, son of Squadron Leader Charles McManus of North Bay, Ont.

Then in their home-opener at Chateau Mercy, headquarters of the Canadian NATO Air Division, the RCAF Tigers started slugging the ball as soon as Air Vice Marshal H. B. Godwin, Air Officer Commanding the Division, had finished throwing out the first ball. With a French military band playing in the background, the Canadians crushed the U.S. Air Force team from Etain, France, 31-0.

To rub it in, the Tigers' pitcher, 12-year-old Ricky Vandecasteyen, son of Cpl. L. Vandecasteyen, of Ladysmith, B.C., calmly tossed a no-hit, no-run game, striking out 15 of the Etain Red Sox.

Leading the RCAF sluggers were Bill Ward, son of Warrant Officer W. B. Ward of Edmonton; John Kehoe, son of Flight Sergeant J. Kehoe, of Ottawa; John Cassidy, son of Warrant Officer J. C. Cassidy of Hamilton, Ont., and pitcher Vandecasteyen.

If they continue their winning ways, the RCAF Tigers will rate as hot favorite to take the League championships and go on to the French Little league playoff at Orleans, near Paris. From there they could advance to the all-Europe championship at Garmisch, Germany, and then to the Little League World Series in the United States.

No one is predicting that far ahead, but there are many Americans in this area shaking their heads at the baseball—and that is hardball, not softball—know-how of the Canadian boys.

F/S J. S. JAMIESON RECEIVES AWARD



Cpl. E. Roberts  
G/C Jacobsen presents the award to F/S Jamieson.

CAS COMMENDATION

Flight Sergeant J. S. "Red" Jamieson, of para rescue, recently received an award and a personal commendation from the Chief of the Air Staff, Air Marshal C. R. Slemon, on his adopted suggestion for an improved parachute rip cord pocket.

Air Marshal Slemon's letter read part . . . "I am pleased to note the interest which you have shown in response to the appeal by the services for original ideas and suggestions. Please accept my personal thanks for your contributions."

Many television viewers across the country will recall that F/S

Jamieson appeared on CBC's "Graphic" mock rescue program in June wherein the parachutist, Sergeant R. W. Trent, spoke to the listening audience as he dropped. This was the first jump of this kind ever televised in Canada.

Voxair would also like to add its congratulations and a hearty "Well done!"

BRITANNIAS LONG DISTANCE FLIGHT

Briston Britannia G-AOVA—first of the long range Britannia 319 Series—on Saturday June 29th flew non-stop from London to Vancouver, so completing the first direct flight ever made by an airliner from London to the Pacific Coast of Canada.

Taking off from London Airport at 0807 BST on Saturday morning, the aircraft flew across the Polar Regions and touched down at Vancouver 14 hours 40 minutes later, having flown at an average speed of 350 mph. The distance covered was 5,100 miles.

The aircraft, which was piloted by Bristol's Chief Test Pilot, Walter Gibb, took off at maximum all-up-weight and carried a payload of 6½ tons. Passengers on board included Mr. Peter Masefield, Managing Director of Bristol Aircraft Limited, a Bristol technical team, and officials of the Air Registration Board, British Overseas Airways Corporation, Canadian Pacific Air Lines, and El Al Israel Airlines—three of the airlines which have Britannia 310's on order.

On arrival in Vancouver, Mr. Peter Masefield said, "We left London after breakfast this morning and arrived in Vancouver in time

(Continued on page 32)

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DOREEN WRIGHT**

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ground for our lovely pin up this  
month. She has the distinction of  
being a blond with big green  
eyes and the measurements of 35-  
25-35 to back them up. Doreen is  
5ft. 3" and a Winnipeg girl.

Photo by Cpl. D. Askett

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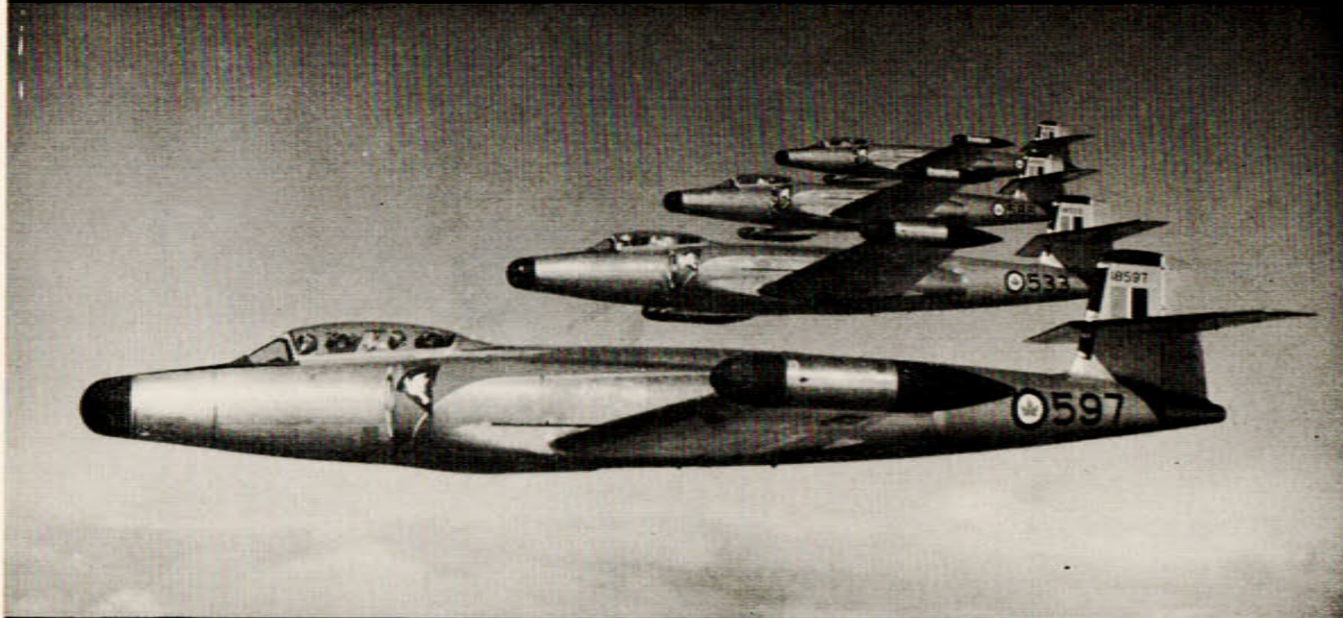
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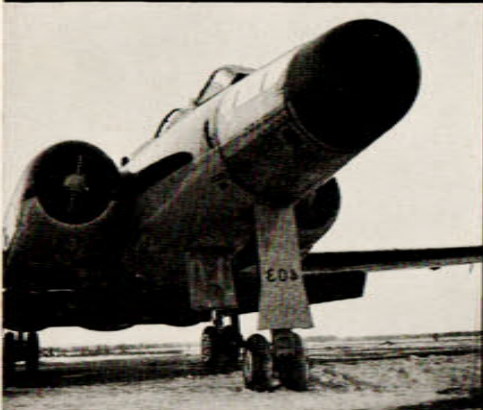
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the difference between a boxer and a fighter. "A boxer uses his head to avoid trouble and pile up points." Laughing, George points to his own greying "widow's peak," saying "a fighter uses his head to find out the power of his opponent's punch. He bores in. Sets himself up to take the punch on the head and from this gets a reading on how to conduct the fight in order to win."

With the laugh, time clicks back into place. Once again it is Cpl. Pember talking of days that are past.

When asked why he started fighting George replied, "Because I had to." As a boy he went to school at St. Mary's here in Winnipeg, where most of the children came from families that were fairly well off. George's family were not, and his clothes showed it. The social cruelty of children against non-conformity can be even more vicious than that of adults, so George was forced to fight to equalize the effect of a different background.

He is not a big man: five foot eight, one hundred and fifty pounds, at the age of 49. As a fighter the greatest weight he attained was one hundred and eighteen pounds. As a boy and youth he was considered a runt.

Small, under-privileged, living in an area where force was the standard of social acceptance—it is only natural that when he found his fists gained him recognition and prestige, George decided to take up amateur boxing.

Back in the Twenties the OBU (One Big Union) held exhibition fights every Friday night. George took part in the fights, without pay, and continued as an amateur until 1929.

Influential people noting his development as a fighter entered him in the Manitoba and Dominion Championship contests of 1927. He won them both, receiving a gold medal for each.

His reason for going professional was the same he had for selling his gold medals. They helped to pro-

(Continued on page 32)

We are all aware that behind the sometimes prosaic appearance of service life we have our share of individuals who have so distinguished themselves that public recognition has caused their name to be written into the nation's history of individual achievement.

Such a man is Cpl. George Pember, telecom tech with the Regular Support Unit of 402 (T) Sqn. (Auxiliary), whose name and picture are enshrined in the Sports Hall of Fame in the Winnipeg Arena. He earned the right to this recognition by exploiting a seemingly puny body of 112 pounds so effectively that he won the 1927 Dominion Flyweight Boxing Championship.

George is not a pretentious man, but he is aggressive when aroused. Combine this with a willingness to take everything the other man can give plus speed and hitting power and you have the makings of champion fighter. George made it.

When you are talking about the

sport of boxing he is quick to point out that there is a difference between a boxer and fighter, emphasizing that he himself is a fighter. When asked to explain the difference he stared ahead with those cool blue eyes, awkwardly trying to put his thoughts into words, then disgusted with such ineffectiveness, his eyes suddenly flashing he startled me by leaping to his feet and giving a pantomime of the difference.

I say "startled" because imagine yourself sitting talking to a man fifty-nine years of age, a grandfather five times over. A middle-aged man reminiscing about his youth in the rather slow way which is the manner of a man of his years. You ask a question. Time stops; reverses. Suddenly he is there, the champion of 1927. He weaves, he bobs. He is lithe, lean, light on his feet. His face is that of a young fighter; sharp, unknowingly cruel. He talks quickly, positively, using his body descriptively to explain

# Spotlight on

# SPOTLIGHT



1. Ed Russenholt at the Weather Map.
2. Master Control Room Staff
3. Frank Stanley presents the news.
4. Jack Wells presents the latest sports news.
5. Warren Davis interviewing Group Captain G. F. Jacobsen.

Canadian Television is now producing a number of programs of national and local interest.

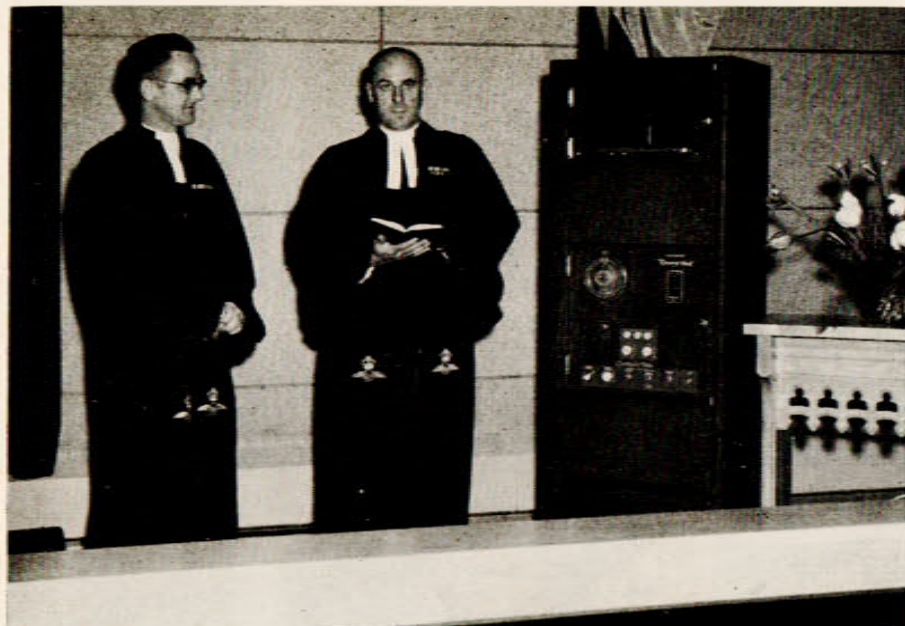
One of the best programs on television is the locally produced program "Spotlight" which is presented in this page.

Spotlight is a program of items of local and personal interest and is made enjoyable by the staff of the program.

Warren Davis interviews people from every walk of life. Ed Russenholt and his "Hi-Lo" friends is a familiar and welcome sight in our living rooms. Jack Wells "And a good, good thing, sports fans" is well known to all interested in sports.

To these people, to Mr. Frank Stanley and to the staff of CBWT, the cameramen, the lighting men, the sound men and director, to Phil Haskills and Dennis O'Neill of Press Relations, we can only say "Thank You" for an enjoyable half hour at the studio and in our homes in the evening.





S./L. McIvor and F./L. Irwin at the dedication of the Clarion Bells.

Winnipeg, Manitoba.

Dear Friend:

As the General Chairman of the Clarion Bells Committee, I am indeed pleased to report that our objective of four thousand dollars was met with a slight over-subscription. I understand from the Chapel Committee that the monies remaining will be used to improve the Sunday School facilities for which there is a sore need.

Perhaps I may use a few examples to illustrate the heart-warming response to the campaign—a NATO student officer on clearances before the campaign had started left a five dollar bill with the Chaplain—an RCAF graduate officer sent in a donation from his new station because he had been missed on the canvass—an airman insisted on a twenty dollar donation over the objections of his canvasser—a senior officer visiting the station heard of the campaign and left a sizeable donation with the Commanding Officer—a retired RCAF officer heard by chance conversation of our project and immediately extracted a twenty dollar bill from his wallet—fifty dollars was received anonymously in Chapel envelopes. These examples are indicative of the spirit with which the campaign was received.



Cpl. D. Askett

Left to Right. Back Row AC1 Jim Young, 3rd David Thomas, Barry Holden, Dick Duff, Mick Binks, Ted Mick Watkins, Tom 2nd D. Herbert, Padre Irwin, Adelaide Gilmore, Jenne. Sargent G. Askett, Flo Poitras, Phil McMillan, S./L. MacIvor. Front Row Betty Adams, Delia Saunders, Sylvia Anderson, Gladys Robinson, Beryl Young.

## DEDICATION SERVICE

It has indeed been my pleasure to have served you on this very worthwhile project.

Sincerely,

(Sgd.) D. R. WALKER  
General Chairman  
Clarion Bells Committee

## ARBOUR DAY

Many persons think of a military force as a unit with destructive powers. Such was not the case recently when this unit celebrated "Arbour Day" and everybody went all out on beautifying the station.

Tree planting was the order of the day and personnel from the Commanding Officer, G/C Jacobsen, to LAC Day were out with the tools, hand, digging to add to the arboreal strength on this unit.

We could go into a long talk about the value of trees and so on, but just the idea of adding to the beauty of Winnipeg generally and this unit in particular is something of which we can be proud.

Beautifying any part of this unit a worthwhile project and the people that come after us will reap benefits far beyond the work expended.



Cpl. D. Askett

G/C Jacobsen mulching his tree.

G/C Jacobsen, WO2 Learmouth (Mayor of PMQ's) and LAC Day are shown planting trees in front of their own homes. One thought that occurred to us



Cpl. D. Askett

WO2 Learmouth tamping the earth.



Cpl. D. Askett

LAC Day unwrapping his plant.

was that some of the trees being moved to make way for Whyte-wold Road might be used to line the streets of the camp around the new site.

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# SPORTS

By LAC AL. RAMSAY

## SOFTBALL

At a meeting held May 6, 1957, WO2 Brasen was elected chairman for the coming season. Vice-Chairman is Sgt. Danylchuck; secretary, Sgt. Sadler.

It is proposed to divide the 12 teams into two groups, A and B. At the end of the first half of the schedule, the teams will be divided into another two groups, the top three teams in each group making up the A group and the bottom three teams B group. The winners of each group after the second half of the schedule will play off for the championship.

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## VOLLEYBALL

On the 4th of May RCAF, Station London, journeyed to Winnipeg to

meet RCAF, Station Moose Jaw, in the Training Command finals. Stn. London won the trophy and championship, defeating Moose Jaw 15-9, 15-7, 15-8, to win the best of five series in straight games.

## SOCCER

Interest is high this year in a Station Winnipeg soccer team. Last year our team won the 2nd division championship. Forty-three players turned out to the workouts over the week end. It is proposed to have two teams on the station this year, a 1st and 2nd division club. The team is affiliated with the Manitoba Soccer Association, and play their first game Thursday, May 9, at Alexander Park against St. James Thistles for the John Queen Cup.

## ROD AND GUN

The club hopes to hold their first outing on the week end of the 18th of May with a fishing derby to be held in the Whiteshell area. Any one wishing to join this fine club can do so by contacting Cpl. Hodgins L386, Cpl. Zillam L501 or LAC Dickins L501.

## RIFLE CLUB

The Station Winnipeg rifle team journeyed to Portage la Prairie recently to compete in the 14 Tr. Grp. Small Bore Shoot. Stn. Pe hold won the championship, Moose Jaw was 2nd and Winnipeg placed third. Our team had some tough luck and an off day. Scores before they left indicated they can shoot far better than they did. The team hopes to get revenge on the next shoot which will be held in June.

## SKEET

The club shoots every Tuesday and Thursday afternoon. Members are divided into teams accordingly. Top shooters are on the 1st team and so on down the line. With this method, any one with ability will not stay down in the lower teams for any length of time. This club is going to be hard to defeat outside competition this year.

## BEMIDGI MEET

On May 11th, an "ex officio" athletics team, representing RCAF, Station Winnipeg, took part in a meeting at Bemidji, Minnesota, and

acquitted themselves with some distinction. F/O John Barnard, of the RCAF, won the two-mile event hands down, and lapped the rear-most competitor plus two hundred yards. APO Clive Endersby also ran a spanking race, to win the one-mile event, while the other RCAF representatives performed very commendably in other track and field events. The final placing of the RCAF team was fourth out of 11, thanks to the efforts of APO's Dave Elliot, Mike Herring, Pete Jackson, Robin Hatton, John Elliot and F/C Ron Hammon, and the two above-mentioned victors. A better result could, perhaps, have been achieved if a further two members of the team, who were detained in Winnipeg by Service exigencies, had been able to compete.

In conclusion, a special word of thanks to F/O John Barnard for taking so much trouble to arrange for the boys from Winnipeg to attend the meeting, and for the worthy gentlemen who laid on their cars to enable the team and its supporters to make the journey.

F/O BATES.

## JUNIOR ARCHERY

The old drill hall at Station Winnipeg was recently the scene of an unusual archery contest, in which all the competitors were children.

The handicap shoot featured separate contests for boys and girls. Winners in the boys' division were Gerry Booth, Jimmy Keenan, and Danny Church. Topping the girls' league were Suzanne Learmouth, Christine Buck and Karen Slaght.

The contestants were watched by an enthusiastic audience, made up of archery enthusiasts and parents of the young competitors.

The shoot was ably supervised by WO2 G. Learmouth, LAC Dave Lockey, PAC Vic Sweeney, LAC Bob McNeeley and Moe Gillman.

Refreshments were served after the contests and W/C Vinnicombe, who attended the shoot with his family, and F/O Bob Hope were presented with honorary membership cards and badges of office.

A grand time was had by all.

# A BOYD'S EYE VIEW

OF

## 16 HGR. PHOTO SECTION

The thought has often occurred to me, "How many people have ever tried to visualize the Sun streaming through a brick wall?" This is the dilemma that confronts me at the present time and, although the problem may have been solved by the experts, I am waiting patiently for those little concentric waves to show themselves while I nestle among the assorted garbage in the form of work orders, time sheets, and prints that have a habit of forming a grotesque heap on my desk.

Another thought, "What happens to a summer breeze that gets rudely slapped against stone and mortar in its attempt to find an open window?" What frustration, such utter confusion—it's enough to make it have a hurricane.

The fragrant scent of newly-mown grass after a passing shower, how the nostrils quiver, the old frame takes on new vitality, but, alas and alack! the odoriferous aroma of stale coffee, cigarettes, accompanied by utter bedlam enhanced by the clatter of crockery.

The tapes flutter languidly at the ceiling in their attempt to retreat from the ghastly glare and rising thermos, only to take on a more dormant attitude as the eddying

currents coursing their way through the ducts become confused and finally give up in disgust.

The songbirds' twitter replaced by the gasping, grinding and squealing of a box-like compartment plying its way from floor to floor with its prodigious load of humanity; its strength sapped, comes to a wheezing halt, doors scrape open and, much to the chagrin of the occupants, shows through its yawning mouth the stark reality of a cinder black wall.

The wanderer from the outside world wends his weary way along the cavern-like corridors and stumbles perchance through your portal and in a hoarse whisper through parched lips gasps out, "It's hot outside." A look of wonderment appears upon the occupants' ghostly mein. "Outside," "Outside," the cry goes up and echoes through the dark and dome-like vaults, "that word is never spoken here!"

Weather may be placed into three categories by the modern cave-dweller: that which one encounters from seven till seven forty-five, that which one may or may not appreciate from twelve till one, and that which is enjoyed from five till heaven knows when.



WHAM!!!!  
Cpl. Currier, LAC Les Taylor and LAC Regnier in the intersection league.

Cpl. D. Askett

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# "The Olde Rusty Musket Shoppe"

By J. E. LABRASH

## Some words of caution from a man who knows his guns

"I didn't know the gun was loaded." This is the typical statement of most people after accidentally shooting someone. Basically, all weapons are designed with only one purpose in mind—the kill. To prevent a weapon from fulfilling this purpose, people handling weapons must employ certain rules and regulations.

Firearm manufacturers are concerned with the mounting rate of fatal accidents caused by weapons and have devised a simple set of rules to help prevent gun accidents. These rules are called "The Ten Commandment of Safety."

1. Treat every gun with the respect due a loaded gun. This is the first rule of gun safety.

2. Guns carried into camp or home or when otherwise not in use must always be unloaded and taken down or have the actions open; guns should always be carried in cases to the shooting area.

3. Always be sure the barrel and action are clear of obstructions and that only ammunition of proper size is used. Remove oil and grease from the chamber before firing.

4. Always carry your gun so that you can control the direction of the muzzle, even if you stumble. Keep the safety on until you are ready to shoot.

5. Be sure of your target before you pull the trigger. Know the identifying features of the game you intend to shoot.

6. Never point a gun at anything you do not want to kill. Avoid all horseplay while handling a gun.

7. Unattended guns should be unloaded; guns and ammunition should be stored separately beyond reach of children and careless adults.

8. Never climb a tree or fence

or jump a ditch with a loaded gun. Never pull a gun toward you by the muzzle.

9. Never shoot a bullet at a hard flat surface or the surface of water. When at target practice be sure of an adequate backstop.

10. Avoid drinks before or during shooting.

By following the above "Ten Commandments," you may save your own life or that of a loved one by preventing another shooting accident.

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**INSTRUMENT AND ELECTRICAL**

We have finally decided to roll up our sleeves, lick the pen and, in general, make like a reporter. While this is the first article to appear in the VOXAIR from this section, you may have noticed we have been represented through the medium of one, Cpl. (Don) Askett. What this boy can't do with a camera just ain't worth mentioning. To substantiate this statement I would refer you to the current copy of VOXAIR and its "Voxair Vixen." I think that you would agree with us in saying that Don is doing a mighty fine job.

The month of June saw a number of changes take place here at I&E. WO1 Wideman saw fit to pack his bags and leave for parts east. We understand that he will be returning to Station Winnipeg but not to the Section. If his new post is the one that we have been led to believe, may the bonds we fused together not soon be broken.

With the loss of a good section head the results can sometimes be quite devastating. Not so this time, for when WO Wideman departed from our midst, he left the Section in the very capable hands of FO Trupp. The personnel would like to extend a warm welcome to their

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In Gimli  
**THE GIMLI**

And in Portage  
**THE HOTEL PORTAGE**

They're All  
**"COMMUNITY" HOTELS**

new Chief and sincerely hope we live up to his expectations.

Late! Late! Late! but congratulations to WO2 Brason, Sgt. Lee, and Cpls. Loney, Wear, DeDelly, La-Pointe, Currier and Genovy—all of whom made headlines on the last promotion board. Having reached one more rung on the ladder, we wish that all may flourish under this added responsibility and ever continue on the journey to the top.

In the issues that follow it is hoped that we will have an opportunity to acquaint you with all the personalities we have here at L&E. Needless to say, we have them all. The little and big ones. The fat and thin ones. None will escape the roving eye of this writer. So to my fellow-workers, I would say, Beware! Get caughteth not with thy shorts showing. And to VOXAIR readers everywhere . . . till next edition.

ELINS.

**DAKOTA SERVICING**

This article is being written after much reminding by one of the Voxair staff, that Friday 21 Jun is the deadline date for submission.

Recent changes in No. 11 Hangar are FS Hawes RF proceeding to Sea Island, B.C. to be SWO for the summer at the Air Cadet Camp there. WO2 Johnson A has taken over as NCO i/c No. 11 Hangar. FS Dixon NH is departing for No. 4 Hangar to be NCO i/c over there.

Our congratulations and best wishes go to LAC "Willie" Wyman, LCA "Don" Thompson and LCA "Floyd" Long who have recently become members of the O.S.S. M.R.B.S. (Order of Smug Satisfied Males Removed from Bachelor Status).

Congratulations also go out to LAC "Jerry" Johnson and his wife on the new baby brother for their little girl.

There is great activity going on around No. 11 Hangar these days. Building a new coffee bar takes time and the smoke room is full of assistant carpenters and designers. However the boys will survive and get the bar done in short order. So, we send out an invitation, come over and enjoy a good cup of

coffee (at a nominal charge of course) and a short conversation.

This is about all for now but will be with you again in future issues.

CPL MEL LE

**PHOTOGRAPHIC SECTION**

My wife has often been confronted by the question, "What does your husband do?" or "What's his trade?" These and many other questions are brought forth when making new friends and acquaintances at a Unit. However, the blank stare or look of amazement that comes over the questioner's face when the answer is he's a Photographer leaves me cold and, suffice to say, that this article may clarify the situation by explaining the role that a Photographic Section plays on a Unit.

The prime function of any section on a unit is to render a service to all other user sections, and this should be done with a minimum of delay but not to the detriment of quality of workmanship.

Photography is not one of the "least" when it comes to performing a service and, in many instances, is a vital and necessary adjunct to the maintenance of the functional capacity of every section and sub-section on the unit.

In a thousand words or more try explaining how the "gismo" on the

"retard" failed to function due to a damaged "whatsit," then take a photograph and a few well-chosen words and the situation is clarified with little chance of error.

The ability of an instructor to bring home a point to his students may hinge upon having the necessary training aids in the form of VU-graphs, charts, diagrams, etc. The section commander or station head compiling a report on crashes, unsatisfactory condition of equipment or original ideas, would find it rather difficult and, in many instances, vitally impossible to put into words what may be told in one glance at a photograph.

The publicity a station receives can in most instances be measured by the photographs that are released to the press or those that are taken in the interest of furthering friendly relations with personnel visiting from other units. Coverage of sports, social functions and community projects consumer a great deal of a photographer's after-duty hours. However, it cannot be underestimated as a station morale builder.

The varied photographic work that passes through the section consists of portraits, identification of personnel and equipment, damaged equipment of all types, prints for press release, aerial photographs of search and crash scenes, ground photos of fires and crashes, photos of structural damage to buildings, and major construction changes on the unit. This, coupled with many smaller projects, keep the photographers as busy as any section on the unit.

We like to think that a photograph tells a story and, by doing so, enables the viewer to visualize in his mind's eye the circumstance which has been captured for all time in the form of a print; the recall value of such an article cannot be dismissed as trivial. Pick up a photograph, study it, and you will be surprised how much information may be gleaned from a piece of paper which has the ability to produce an image on its surface and realize it's not a "Snap" but more like several pages from a book.

The pride we feel is not unjustified, for we belong to a great fraternity of persons who contribute so much to the well-being of the public at large in the fields of entertainment, sports, news, etc. The next time you glance at a picture in a newspaper, or turn on the TV, or gaze casually around the room at those prints in a frame, somewhere at sometime a photographer had a hand in the reproduction and remember that much of what you have learned and will learn is achieved through the medium of photography.

The cover photo depicts one phase of photography, "Portraiture," and the young lady at the camera is AW Heather Young, a contact trainee in the photographic section. Heather is from Port Albernie, B.C., and will be leaving us shortly to go on course at 2TIS, Camp Borden.



Cpl. D. Askett

F/O Ford is seen at his desk at M.E. section prior to leaving here to take up his new duties at TCHQ Trenton

**M.E. NEWS**

I won't presume to prophesy that our boss F/O Ford, is happy to be going east again, or, that through the smiles and hand clasps there might appear a nostalgic tear in his eye, but here he is just nicely settled into his chair, when in

comes transfer. Any inquiries about his transfer and he'll smile blandly and gaze away at the horizon, an indication that he might be looking forward to it. Nevertheless, F/O Ford will be leaving Winnipeg, "the threshold to the great West,"

*The Fleetwood Churchill*

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## SECTION NEWS

to take up his position at TCHQ in Trenton. Both he and his wife hail from Windsor. They arrived here just one year and eleven months ago with their twin girls and one boy.

F/O Ford, his wife and family, travelling by car, will be rolling east on the 26 of July, and, on behalf of the Winnipeg M.E. Section, Sir, here's to a safe trip east and a future full of happiness for you and your family.

A little light and laughter in the form of a section party last May 17 could not be called a complete success . . . the orchestra forgot to come; but that didn't foil the party goers . . . someone produced a tape recorder and a radio and the band played on.

LAC Ken Sullivan leaves Winnipeg for CAPO-DICHINO, Italy, in June. He has a ready made friend there though, as Luigi Iamónico arrived from Winnipeg just a month back. From everyone here at the section, Ken, good luck on your transfer. LAC Art Lamoureux played chauffeur to the 51st BOY Scout troop on a week-end trip to the International Peace Gardens. The latest addition, personnel-wise, to our section, is Cpl. Norm Gange, and is now getting himself, his wife and family settled down here after a 3 year stint in Germany. Cpl. Gange has 2 children; a boy, 13 months, born in Germany, and a girl, 3½ years old.

Our repair shop, busy as usual, seems to keep Sgt. McElgunn moving so fast you can hardly see him, which accounts for the fact that he was here for a month before this writer realized it. He's been here for two whole months now and is pretty well established. Cpl. Labonte and Cpl. Mason, still on the reporting-in list, will be arriving soon.

CPL GIL SMITH

### WHAT'S NEW AT 3CU

Well we have at least one happy contented fellow in our section, he is LAC Danny Lord. Danny has been transferred to Capodichino, Italy to serve with the United Nations force. Lots of luck Danny and have a pleasant trip.

We had a recent visit by one of our former civilian teletype operators, who is now called ordinary seaman Don Murdoch. Don is home on a thirty day annual leave, and is transferred to HMCS Naden, Victoria, B.C. I see they don't have long side-burns in the Navy.

All too soon we will be losing our O.C. S/L D. V. Kyle, who has been transferred to Air Division HQ overseas. We will miss his pleasant smile around the section. The best of luck on your new assignment.

We have a new face at 3CU—Sgt. Jack Shuman, recently of 3 Air Div., Germany. Glad to have you with us Jack.

Congratulations to Cpl. and Mrs. "Nick" McNeil on the brand new addition to their family. Of course it was a baby boy. What else.

Everybody seems to be happy these days here, it must be that spring-fever that's going around.

That's about it for now until next time—so-long.

LAC RANDY RICKWOOD

### 2AOS MORSE

By way of introducing ourselves, 2AOS Applied Radio is located in Building 2, and the source of loud, shrill ditting and dotting, all

through the day and part of the night. Our job is the training of Radio Officer Aircrew in Morse Code and Communications Procedures. With this issue, we make our debut in "Section Roundup".

Applied Radio has been quiet and uneventful since New Years but this stalemate has begun to draw to an end as we are now converging on sports-time and the summer,—the section's busiest time of the year.

Welcome to Al Stewart who made the big jump from Station Telecom to the School. We are sorry to see Lorne Kennedy leave for Knob Lake on posting. Mel Harper's on-again, off-again posting to Whitehorse if off-again.

Welcome also to some officers recently transferred to the section, namely F/L Kupkee who has returned to us after a tour with the Long Range School as OT Officer, and F/L Lumley who has joined us after serving with the University of Manitoba as OT Officer.

Our intersection ball team under the capable hand of Sgt. Lonie getting underway and has great promise. Practice is being held twice weekly with an aim at getting the accumulated winter waist-line, otherwise known as supervisory stomach, down to a more graceful fighting trim.

Sgt. Herb Henry left for Victoria, B.C. on leave early in June. Which brings us to the end of this month's report. See you in the next issue.

CPL B. J. LAMBLE

### EDUCATION SECTION

The results from the April trade board are in, and some fellows are happy and some are sad. This is where a few evenings of study paid off. If the money that is lost to the individual through a failure on the trade board was divided up among a few evenings of study, he would find that he would make a very high hourly wage by studying at night and ensuring that he would pass the trade board. It is not only the immediate \$15 and \$20 a month which is lost, but it is also a set-back for future trade groups and promotions. So what do you say, fellows. Let's buckle down to studying for the next board. The date of the next board, by the way, is 16 Oct., and now is the time to start studying.

We would like to extend our congratulations to the following airmen who stood among the highest, in their trade and grouping in the trade exam results throughout the RCAF:

LAC G. K. Williamson  
ComTech (A)  
LAC G. E. Dickson TG Tech  
LAC G. R. Fournier Clk. Acc.  
LAC F. J. Brick Clk. Acc.  
LAC R. E. Osborne AFP.

Perhaps the Cpl's and FS' qualifying results are known by the time this is published. It is hoped that they put Station Winnipeg up high on the list with percentages of passing. Again this is where a bit of effort and studying pays off.

The officers' qualifying examinations come up next January. It is now time for all candidates to start preparing themselves. Some study material is available at the Education section and some at the Station Library, and remember registration for the exams must be completed before 31 Oct. 57. No applications can be accepted after that date.

FS R. T. NELSON

### HOSPITAL

The Hospital bade farewell at a section party on the night of the fourteenth of June to departing members of their staff leaving our fair section for reasons of transfer or release.

The farewell party was held in the Old Corporals' Club at the com-

bined mess. Members of the Hospital staff and their wives were present. Approximately 50 people were in attendance. Present as guests were S/L and Mrs. J. McElroy SOMS, 14 Training Group HQ, Lt. and Mrs. R. Liversay, Miss Stephanie Shuper, Sgt. and Mrs. R. Moar, Mrs. Scottie Walker, member of the Military Orderly Room at DVA Deer Lodge Hospital who work in close co-operation with the Hospital throughout the year.

The SMO, S/L H. G. Grant presented pewter mugs from the hospital staff to each departing member and I must say spoke with remarkable closeness to the feelings of each member of the staff at the departing of their fellow members for either new stations across Canada or for new positions in civil life.

Dr. D. N. Nicolson is leaving R.C.A.F. Station Winnipeg after a period of two years to take a civilian career. Dr. Nicholson will be taking an Obstetric position after post-graduate training at Grace Hospital here.

Cpl. Bill Judge is leaving our section to attend an Operating Rooms Assistant's course at R.C.A.F. Station Trenton, Ontario. Bill has been with the Hospital only one year but in this short period has made many friends.

WO2 F. McGuire, Warrant Officer i/c Infirmary is leaving for R.C.A.F. Station Trenton, Ontario. WO2 McGuire was promoted to his present rank on the last promotion board.

LAC Ken Prairie is leaving the R.C.A.F. for a civilian career. Ken has been at R.C.A.F. Station Winnipeg for a period of two years.

Dr. Sam Bellan although not leaving us (Heaven Forbid) was presented a pewter mug from the Hospital staff now present and also in memory of previous members of Dr. Bellan's team who have worked with him over the long period of ten years. Dr. Bellan could tell many a tale of how the R.C.A.F. and in particular R.C.A.F. Station Winnipeg has expanded over the last ten years since he arrived.

## SECTION NEWS



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Sgt. Tony Chorney is leaving our unit for higher levels of employment namely at A.F.H.Q. MIR in Ottawa. He has been with Station Winnipeg for period of five years.

Success of the party is due in particular to S/L H. G. Grant, Miss Elsie Johnson, CPL. Del Kischel and LAC Larry Morgan. Del was our procurer of wines, Larry our bar tender and a good one I must add. Elsie was our mainstay, our co-ordinator and organizer. Dr. Grant the SMO, was our wisher of well. All in All it was a good party.

CPL TERRY McCORKELL

### 111 C & R FLIGHT

A mixed party was held last month to bid adieu to S/L and Mrs. W. H. Nickel. S/L Nickel, O.C. 111 C & R Flight for the past three years, has been transferred to TAC Group at Edmonton at SOPC

Another party was held two weeks later, to say farewell to F/O and Mrs. Ed McNarry. Ed is leaving the Service and has a flying position with a mining company in Eastern Canada. S/L E. J. Galen, the new O.C., was introduced to many of our wives at this party.

S/L Galen comes from AFHQ. He was O.C. Flying at Saskatoon when some of us were up there in '52-'53 for the Green Ticket Course.

S/L Galen joined the RCAF in 1940 and, after the usual flying training at Lethbridge and Calgary, found himself on the Instructors' Course at Trenton. He attended the Empire Central Flying School in England. In 1944 he went to the Transport OTU at Comox, B.C. S/L Galen helped move the OTU from Comox to Greenwood, N.S. He joined 412 Squadron in 1946 and was SOPC Transport Command HQ from 1947 to 1950. From here he was posted to Staff College and, after successful completion, went to Saskatoon to set up the Instrument Flying Course. From 1954 to 1957 he was Chief Operations Services Officer at Rockclove, and from there to 111 C & R Flight. Welcome, sir. We hope you enjoy your stay at Winnipeg.

Since having our Sarah (Search & Rescue and Homing) receivers

installed in Dakota 568 several months ago, we have only done practice homings. No one is getting lost in our area these days (touch wood), so we haven't tested Sarah on a real operation. However, from tests completed by this unit, we feel sure that any aircraft that goes down with Sarah on board will be located in short order. We have been able to home in on a transmitter up to 100 miles away. This will certainly cut down on time and expense, and will probably save lives or at least shorten the time of discomfort and waiting for any aircraft in the future that is forced down and has this transmitter on board.

We understand that many civilian aircraft are carrying SARAH transmitters. Although initially expensive for the individual aircraft owners, it will prove well worth the investment if an aircraft is forced down to the bush country or the far north.

Now that the fishing season is open, we can tell of the sergeant of 111 C & R Flight (can't mention his name or he might be charged with damaging records). It seems that on a ground search exercise no one was catching any fish. The sergeant tore a corner off the Traveling L14 (Red) of the Otter, attached it to a plain hook and caught several fine pickerel.

*Moral:* Always carry your Traveling L14 on Otter trips.

H. N. McMILLAN, F/O.

### TELECOM SECTION

From our Panoramic Roof atop Hangar No. 16 we bring you the latest news and views from the Telecommunications Section, Stn. Wpg.

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Number one on the agenda is the arrival of Sgt. Prokopetz from Portage la Prairie to replace WO2 De Long in the Tel. Grad. Sect. . . . LAC Ken Newman is getting married on May 4th . . . Cpl. Strat just walked over from AOS carrying his tool box. The posting allowed him 15 minutes travelling time at the rate of 9½ cents per mile PMC—it works out that he owes the Airforce 4¾ cents . . . The Telecom Grd. are losing two of their Cpl's—Cpl. Coffey (Without Sugar) to Portage La Prairie—and Cpl. Edge to our training grounds at Clinton, Ontario . . . Cpl. Clancy Eastwood has cinched his paternity with the arrival of an 8 lb. 3 oz. baby girl on April 17th—since Cpl. Eastwood's other child, a boy, was also born in April he has advocated that all of his next 10 children shall be born in the month of April . . . The old saying about an employee wanting to own the same type of car as his employer is becoming true in the Tel Air Sect. WO1 "Rusty" Brown owner of a new Nash and now Cpl. Mathieu owner-driver of a 1953 Nash—could this be the reason or does Cpl. Mathieu appreciate the comfort of the "hideaway sofa" on long trips.

LAC Maheu will be LAC Newman's best man on the 4th of May. . . . A Dixieland jazz session is held on most Tues. and Thurs. noon hour in our auditorium on the third floor of 16 Hangar, it can seat only 2 people,—and the rest is standing room . . . Reservations must be made at least a year ahead of time. We understand, though, that Louis Armstrong is not worried about this competition . . . both LAC Newman and LAW Keep are getting married on the same day,

the 4th of May . . . Cpl's McGuire and Thereien have offered their service to our country for another 1826 days & nights—nice going men, and welcome to the ranks of the career airmen . . . LAC Alexander hasn't quite made up his mind (his mind?????) as he only swore to 730 days—(less holidays) don't try to fight it Ed, just look at LAC Newman, he's losing his bachelor-hood on the 4th of May . . . The "weak one no bid" at the bridge table, is giving Sgt. Swan the proverbial ulcer—his screams "Goren Shmoren" can be heard echoing through our chambers . . . Isn't nature grand . . .

The results of the trade board for our section were something of which we are extremely proud. Out of the 17 men who attempted to raise their grouping; 17 men obtained this goal, which is an obvious 100% pass. One of our members, LAC C. K. Williamson, obtained a 90% pass, which was third highest in all of Canada for CTA (3) trade board.

Congratulations are extended to the airmen for a job very well done. We would like to thank the trade advancement instructors for their hard work and, who for a large part, made it possible to get everyone the sixty mark and into the pass department.

WO1 "Rusty" Brown will be returning to our land of knowledge, Clinton, Ontario, eff. date Aug. 5, '57. We are sure he's very happy about this posting if for no other reason than to get back to some good ol' Ontario fishing.

LAC Grant Nelson is leaving us for Clinton, Ont. on the 30 of June '57.

Cpl. "Ichabod" Richmond is leaving to be stationed at Kamloops, B.C. (To play Bass Drum with some hillbilly band).

For the above who are leaving us; the whole section unites in wishing that health and prosperity go with them.

We would like to show our appreciation to all the members of the Telecom section for their effort in making a successful Telecom Display this past Air Force Day. We would also like to thank those who

were employed in setting up and arranging PA systems and the equipment in the hot dog stand on top of 16 Hangar.

It was a job very well done and one which aided in making Air Force Day informative and enjoyable for the civilians of the Winnipeg Area.

The final point on the agenda is that we have nothing more to say so we ain't going to say it. We have written this article slow for those who don't read very fast—you will also find some faults in English to please those who read an article only to pick out the mistakes—they should have a ball with this one . . .

P.S. To clear up a point which is still bothering some people CPL. RICHMOND MADE IT—he lasted through Lent without playing a single game of gnip gnop (Ping Pong spelled backwards).

SUBS—N—Ick

### MESSAGE CENTRE

Monday, June 3rd was, to most people just another routine Monday, but to LAC Robert Kompsh and Law Eleannor McCunn, who have been with Station Winnipeg about 18 months, it was the beginning of life together. Law (Ellie) McCunn's parents came all the way from Kenora and her sister from Brandon to attend the ceremony. The happy pair were married by Padre Irwin and afterwards were driven to the "Town and Country" restaurant where the reception was held.

They are honeymooning in their comfortable little suite at 780 Clifton Street and we're told that an added attraction to their honeymoon is "Trixie"—a small female ("Part Scotch Terrier"). At least Bob, you'll know when your honeymoon is over—when Ellie barks at you and Trixie brings your slippers.

Incidentally, they are the first couple to be married at the Protestant Chapel since the dedication of the recently installed, wonderful carillon bells and all of us would like to join in their message of goodwill. God bless you both.

### ROOM-EMPTIERS

Section Heads:—Do you have trouble clearing the premises in emergencies? Do your personnel drag their heels when you shout "Fire" and remain prone when the alarm goes? Take heart. You don't have to give up the ship. After years of research, it has been found that the following phrases, clearly spoken from a central position, will empty the section in eleven seconds flat:

"They say there's free beer laid on today . . ."

"Boy!—when last was this floor cleaned . . ."

"Two men for a parade—right now? Just a moment" (use while holding telephone in one hand).

(Continued on page 31)

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## AUTOS

(Continued from page 7)

the steering wheel on the left side is a silent horn—places your lights on continuous blink when activated! The dash instruments contain a further rare item these days, namely, an octane selector enabling you to set your ignition to the fuel you are burning. Both passenger and driver have complete control of their own heating arrangements—theoretically one can freeze, if he so wishes, while the other boils. A parking light switch turns on small lights on either side of the car when it is parked against the curb in a dark street; a handy arrangement which uses no juice.

The balance of the instruments, complete save for the ammeter, are well laid out, as are the other ancillary controls. The ignition key also locks the steering wheel when removed—a convenience we somehow removed recently from our cars. The wheel position and seat support is excellent. The same applies to rear travellers. The ash trays, residing in each rear door, are fitted with revolving "dumpers" to eliminate any blowing ashes with open windows; another thoughtful extra. There are also two rails above the doors on both sides carrying movable clothes hooks. Before passing from the interior it is interesting to compare the German cars, in this respect, and their British rivals in the same price classes. Both use wood, though the Germans

## 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.

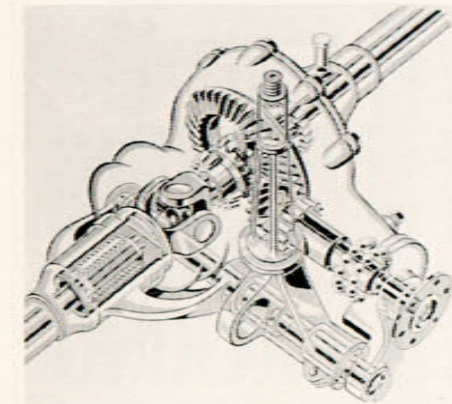
The Lake Trout belongs to the same family as the Brook Trout and in recent years the two breeds have been crossed successfully to provide a new game fish known as the Splake which combine the Brook Trout's sportiness with the Laker's size. Like other trout, the Lake Trout's flesh is pinkish-red and though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



use a finish which makes it appear to be metal. The British provide leather as standard, whereas this is an optional extra on the Mercedes. Chrome and metal work on the inside is, in my opinion, better on the German cars, but Britain has a better layout, from the driver's point of view.

Maintenance looks to be well allowed for but I was rather amused at the enormous dip stick sticking up from the engine—just to ensure some sim-

ple-minded individual doesn't miss it! Incidentally, Mercedes don't seem to like any of our multi-grade oils and recommend sticking to the straight product.

The 220S is a difficult car to sum up. Certainly, it is an interesting machine—well made and nice to handle,

together with wearing properties that are very good. Yet, to me it has a 1949 body that is graceful, classical as well, but I'm afraid uninteresting as an artistic creation. I also feel that when compared with the other imports in its field (even allowing for the taxes), it is over-priced for what it gives you.

## GRADUATION CLASS 5606 LR.



LAC J. B. Smith

Back Row, left to right: P/O Ambrose, P/O McCreery, P/O Osborne, P/O Harris F/C Nienaus, F/O Chandler and P/O Kirkland.  
Front Row, left to right: P/O Borissow, P/O Warmald, F/L Tetrault, P/O Evans and P/O Oraper.

## COMET

(Continued from page 3)

96 feet, height 28.5 feet, gross weight 120,000 pounds, empty weight 54,700, cruising speed 480 miles per hour, and ceiling about 40,000 feet.

## ROYAL COMET FLIGHT

Her Majesty the Queen, accompanied by His Royal Highness Prince Philip, Duke of Edinburgh, flew in a de Havilland Comet 2 aircraft of Royal Air Force Transport Command, on Tuesday, June 4, 1957.

The Royal Comet took off from Marham, Norfolk, close to Her Majesty's Sandringham home, at 10.31 a.m., and landed 55 minutes later at Royal Air Force, Leuchart, Fife,

Scotland, where Her Majesty presented No. 43 Squadron with a standard and carried out an inspection.

Her Majesty left with Prince Philip, again by Comet, arriving at London Airport at 5:02 p.m.—a flight of 1 hour 12 mins.

Squadron Leader D. J. Harper, No. 216 Squadron Royal Air Force, was captain of aircraft.

## ROOM EMPTIERS

"Five minutes to five."  
"SP's are tagging cars out there today."

"High time they put up a screen on the airwomen's showers."

CAUTION: Stand well back from entrances while using these key phrases. One NCO was trampled

to death through neglect of this simple rule.

## "RCAF BREAKS 'GLAMOR BARRIER'"

The RCAF's fourth fighter wing broke the "glamor barrier" Monday by inviting to its base 14 lovelies who will compete Wednesday for the title of Miss Europe. The commanding officer, Group Capt. B. E. Christmas, was there to greet the beauties—the second batch to be invited to the base. Last year the Miss Germany contestants came.

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# GRADUATION CLASS 5607 AI



LAC R. Crynick

Back Row, left to right: F/O Alexander, F/O Grundy, F/O Kilby and F/C Donaldson.  
Front Row, left to right: F/L Papp, F/L Sweet F/L Piercy (Course Director), F/O Jenkins and F/O Richardson.

## PERSONALITY

(Continued from page 15)

vide necessities for his family during the Dreary Thirties when the Depression spread its grey cloak over the nation. The loss of his job forced him to change a hobby into a profession.

Turning professional was actually the beginning of the end for George as a fighter. The cruel exploitation of the fighters at this time changed his outlook on the sport (?). In 1935 he quit the fight ring.

Until 1940 George had a variety of jobs, including that of a steeplejack. In 1940 he joined the RCAF. He was stationed at Macdonald, Man., during the next three years, where he engaged in the duty of maintaining the physical fitness of student pilots.

In 1943, at the age of 35, he re-mustered to the trade of Air Gunner and served with the RAF overseas. Discharged in 1945, he withstood the onslaught of civilian life for about a year, and then re-joined as a Telecom Tech.

The mention of trophies or press

clippings caused George to laugh. Trophies? He had quite a few but those of any monetary value he was forced to sell; the others he gave away or "there might be a few in a drawer somewhere." Press clippings? He had his share, but he wasn't fighting to collect them so he never bothered to save any.

Commenting on the comparison between the fighters of today and those of his era, George figures they are about the same, with one major difference. The fighters of today have managers, money and food. The fighter of yesteryear had very little of any of these. Says George, "Take two fighters of equal ability and the hungry one will probably win."

People who become popular figures to the public are exposed to a risk which few of us ever encounter. Someone is always trying to antagonize them, be they Elvis Presley or John Foster Dulles. Little people (little in the brain) who seek to add something to their own life by adding unpleasantness

to the life of people in the public eye.

Listening to George talk about this phase of his fighting career evokes mental pictures of him having to fight his way down Main Street as the little people seek to steal a little thunder for themselves. That was George's main comment on finally consenting to this article. There is always somebody, he said, who when they find out I was a fighter start boiling inside and pick a fight at the first opportunity.

To such people, a word of advice. If you pick a fight with George and win, what have you accomplished? You beat up somebody's grandfather. It would be interesting to find out just where this would make you a hero. On the other hand, from what the rest of the squadron say about him the chances are that you would probably lose. You would be sadly in the red in that case, both literally and figuratively. Your reputation would be embellished by the fact that you had picked a fight with Grandfather Pember, lost and been badly cut up at the same time. Either way you couldn't win.

The next time you are in the Winnipeg Arena take a look at the picture in the Hall of Fame of the guy we are writing about. There is a man who wears the same uniform that you do, who is stationed where you are. Makes life a little more interesting, doesn't it?

## BRITANNIA

(Continued from page 11)

for lunch. This flight demonstrates that Britain possesses today in the Britannia the most potent commercial long range aircraft in the world which can link the most distant parts of the Commonwealth together in a matter of hours."

The London-Vancouver flight was part of the long range Britannia's proving trials which have been taking place during the past five months. Earlier this year, G-AOVA flew non-stop from Prestwick to Winnipeg, and after visiting Vancouver and San Francisco flew non-stop across the Atlantic from New York to Rome in 12 hours 20 minutes.

Of the total number of 70 Britannias now on order for the world's airlines, 31 are Britannia 310 aircraft.



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