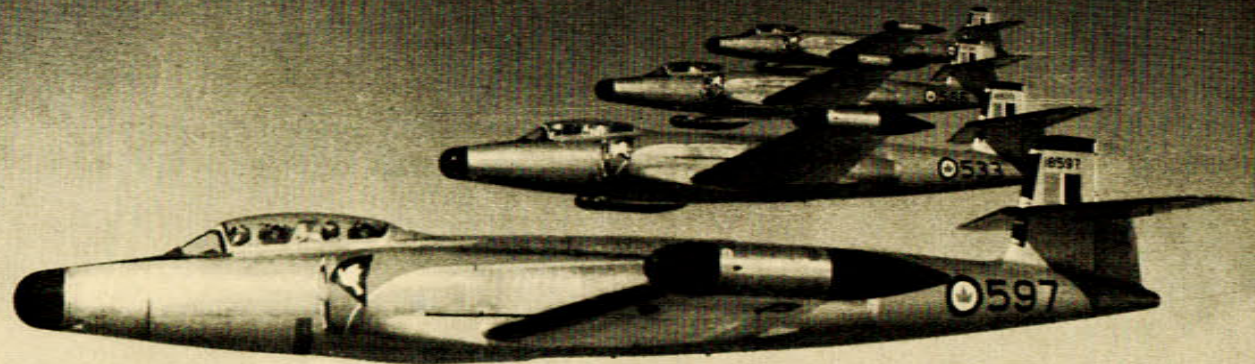
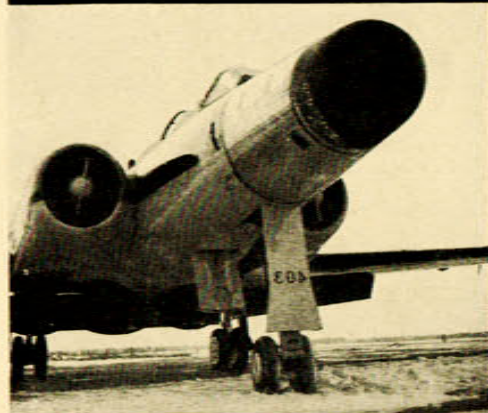


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MAY, 1958

PRICE 10c

Volume 7 No. 5

VOYAIR



An Airforce Newsmagazine

MAY 1952 – MAY 1958

AN OUNCE OF PREVENTION

X-15

AIRMEN'S MESS DINNER

HOW TO TAKE BETTER PICTURES

THE "GRIZZLY SERGEANT"



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AN AIRFORCE NEWSMAGAZINE

VOLUME 7, NO. 5

MAY 1958

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Cover Story

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LETTERS TO THE EDITOR

Sir:

First and foremost, let me say three cheers for your Motor Editor, who has been providing good 'gen' to us all these past few years.

Some time ago there was an article in Time or Newsweek on a crop of midget cars which were being produced in West Germany. These vehicles were actually more "normal" looking than some of the products now being distributed successfully in Canada, with mile-ages up to sixty and seventy.

I'm sure that there are many like myself who would be interested in a review of these genuine midget types in an early issue, if the information is available.

J. HENRY.

5731 Darlington Ave.,
Montreal, P.Q.

Sir:

The article on the Ignition Analyzer by Cpl. Dixon in your February issue was most interesting. Can you tell me what service aircraft have this item installed? Will the instrument pinpoint trouble in a specific cylinder?

R. AGAR.

838 Plymouth Avenue,
Montreal, P.Q.

► *No word on the service aircraft utilizing at present; however, we understand that the instrument will pinpoint a specific spark-plug.*

Sir:

Some time ago there was a newspaper account of the rebuilding of the famous Canadian aircraft, the Silver Dart. Can you tell us where this machine is at present and if there is any intention of attempting to fly it?

M. J. KILLACKY.

1043 Roosevelt Crescent,
North Vancouver, B.C.

► *To the best of our knowledge this aircraft was re-built at RCAF Station Trenton by LAC McCaffery, assisted by station personnel. It was used as an Air Force Day display item last year, and is at present stored at Mountain View Airport. It was not developed to flying status during last year's project, however the "engineers" have a wild gleam in their eyes which gives promise of a news story in the future.*

EDITORIAL CORNER

Service To Each Other

SO MUCH has been written on the virtues of Service that it would seem unnecessary to editorialize on the subject. However, although Service to one's Country, or to the Armed Forces, has been fully dealt with, there is one aspect that does not get much publicity. It is Service within the Service,—Service to each other.

The Air Force is a modern fighting machine and it is built that way. It is a functional structure and no trade, section or unit has been added simply for decorative purposes. Every part of the organization is not only useful, but necessary, to the proper functioning of the rest.

It is well to remember this point in our everyday service activities. The man or woman who works with wrench, stake-truck, adding-machine, typewriter; or the man who counts things, moves things, builds things or guards them, is not merely looking after his business but that of every member of the RCAF. Without the aircrew there would be no Airforce, without the rest of the Air Force there would be no need for Aircrew. Without Accounts there would be no financial administration for anyone;—without Supply, no equipment; without Telecom, no communication;—the list is as long as the catalogue of trades.

The tradesman who does not realize this and who has become so immersed in and impressed by the importance of his own work, that he tends to down-grade the usefulness of others, is not only hampering the efforts of everyone else but probably those of his own section. The man who greets all enquiries with a surly attitude based on a lofty disdain for the rest of the station, who thinks that he could get along very nicely without this section or that, is not only inefficient but obsolete. The name for this phenomenon in Civvy Street is "Departmentalization." In the Air Force it might be called "Section Spirit."

Not that there is anything wrong with "Section Spirit" as such. If it means pride in the work and co-operativeness on the job it is a welcome lubricant in the Service machinery. But if it means an ostrich-like escape from the rest of the Service or an unwillingness to co-operate, there is no place for it in a 20th century fighting force.

Service, inter-section Service, a courteous and cheerful willingness to assist the Joes down the hall, a knowledge that we are all very necessary cogs in the works will do much to make life pleasanter for everyone, and the Service that much more efficient in the job it was designed to do.

COVER STORY

The first issue of VOXAIR, datelined May 30th, 1952, showed on its cover F/C H. Spikings, honour graduate of the first Navigator Course to be trained at 2ANS, receiving his wings from the late Viscount Trenchard, Marshal of the RAF. Since then, many cadets have come and gone and Station Winnipeg has grown beyond all recognition. In May 1952, the sleek yellow-brick buildings of the "New Site" were a mass of uncompleted construction, rising from an un-landscaped mass of mud and material. Mighty 16 Hangar was still only a gleam in the planner's eye.

The bound volumes of VOXAIR, as preserved in the magazine's office, constitute a pleasant, informal history of these years. Born in the early days of Station Winnipeg's post-war expansion, VOXAIR, has grown with the unit. There have been many changes in format, layout and content and even in the rate of distribution. (Once monthly now instead of once every three weeks.) The original staff has long since hit the transfer trail. Still, the original concept—that of a high-calibre magazine, published by and for the personnel of Station Winnipeg—has remained unaltered. There may have been weak issues among the dozens in the office file. But by and large VOXAIR seems to have succeeded in reflecting the activities of the Officers, Airmen and civilians of Station Winnipeg in the last six years.

The present staff are doing their best to carry on the work begun by the pioneers of '52, and they are confident that the next six years will be the best yet.

Photo by R. L. Clynick.

AN OUNCE OF PREVENTION

By RON BAYNES

Photos by R. L. Clynick

THE ultimate objective of the Medical Profession is supposed to be a world in which Doctors would be unnecessary—a world free of disease. The same sort of paradox is involved in the objectives of fire-fighters everywhere. What they would like to see is a world free of risk of fire, a 100 percent non-inflammable universe. Neither they nor the Doctors are likely to realize these objectives in the foreseeable future. Still the goal is there — to be striven for.

For this reason, Station Winnipeg's Fire Fighters, like their counterparts throughout the world, see their mission as a double-barrelled one, — Fire Pre-

FIRE FIGHTERS IN BLACK COATS

Back Row (left to right)—LAC B. Beaulieu, LAC E. Anaka, Cpl. J. Phillips.
Front Row: LAC A. Mindrum, Sgt. J. Johnson.

FIRE FIGHTERS IN BUNKER SUITS

Back Row (left to right): WO2 J. Wood (Fire Chief), Sgt. O. Funk, Cpl. W. Zillman, Cpl. K. Smith, AC1 C. Martin, LAC R. Allard, AC1 J. Bowman, LAC R. Finlay.
Front Row: LAC F. Whitehead, LAC H. Coulliard, Cpl. B. Croteau, LAC C. Hemlow.
Bottom: Fire-fighters assist the "injured" pilot from his aircraft.



vention as well as Fire Fighting. And they would prefer to prevent a fire than to fight one.

We are all familiar with the Fighting bit. The alarm sounds, the staffs file out of their buildings and the red trucks, complete with hoses, helmeted types and piercing sirens, arrive on the scene. When, for better or worse, it is all over, we return to work, pausing only to muse briefly on the happy lot of the Fire Fighter. Nothing to do but sit around wait until the next fire starts. In this assumption we couldn't be more wrong.

It is true that the Fire Fighter spends a very small part of his working career fighting fires. A very good thing too. Many fires would indicate that someone was doing a poor job of prevention.

Prevention accounts for a large slice of the Fire Fighter's time. A constant, unremitting campaign is waged to stop fires before they start. Regular inspections of every unit on the Station are carried out by the Fire Fighting Section and all premises scrutinized for potential fire-hazards. This job becomes more critical as it runs the range of hazards from harmless filing cabinets to places where high octane gasoline or explosives are stored. Every function held on the Station means that the Fire Hall must supply a patrol to ensure that fire regulations are being observed by the revelers.

Education is an effective weapon in the Preventive campaign. Lectures are conducted for other sections, designed to stress the dangers of carelessness and to train airmen in other trades in emergency procedures. Posters, dramatizing the results of laxity are displayed throughout the station and in general, every effort is made to ensure that Fire-consciousness becomes a part of every airman's mental equipment.

The results of a campaign such as this are intangible and cannot be accurately measured. However it is obvious that without education such as this, fires would be a far more commonplace thing than they are. Who can tell how many millions of dollars, or how many lives may have been saved because someone remembered something he had learned from a Fire Prevention lecture or a poster on the wall of his section.

Of course we still have with us, and probably will always have Mr. Incurable Fire Risk, — the places of pennies in fuse-boxes and the smoker-in-bed. But it is felt around the Fire Hall that by and large, Fire Consciousness is higher than average on this unit. The cooperativeness displayed by sections, in such matters as drills and inspections, is described by WO2 T. V. Wood, Fire Chief, as "Outstanding."

This "burning" T-33 Silver Star jet trainer, of Stn. Winnipeg, is a very convincing-looking "crash drill." The purpose of these drills is to test the alertness of our crash crews. Result: The fire-fighters can reach a crash scene anywhere on the air-drome in less than 4 minutes.



Winnipeg is a flying station, and the risk of aircraft fires looms large in the minds of local fire fighters. The responsibility for the safety of RCAF aircraft as well as for the fire-security of the ground establishment is a large one. However the job does not end there. The local section is responsible, not only for RCAF aircraft but for all aircraft utilizing Stevenson Field. Winnipeg is an aerial cross-roads and is quite often the busiest airport in Canada, with everything from Piper Cubs to Super Constellations in its circuits. To safeguard this traffic, the RCAF crash crew stands in a state of constant readiness for trouble. There are on the average, about twenty five calls each month. On the day that this article was being prepared there were two such alerts. One, at about ten in the morning was called for a Dakota with an oil leak. Shortly after dinner the trucks were off again, this time for a Super Connie with a feathered engine. Neither were in themselves critical situations, but they were potentially so, and hence the precautionary measures. These two cases are fairly typical as most of these alerts have had happy endings.

When an emergency occurs, the Fire Fighters are alerted by their two-way FM Radios, with which all fire-fighting vehicles are equipped. Acting on instructions from the Tower the G13, a combination pump-ladder-hose rig, and the G23, a Fog/Foam crash-truck, set out across the field and take up strategic positions. These vehicles are loaded with the best types of fire-fighting equipment. The G23 has a 5000 gallon output of foam and the G13 can pump water at 800 gallons per minute. The three men on each vehicle are equipped with the necessary protective suits and equipment. These men wait until the doubtful aircraft arrives on the scene. When it touches down, the Trucks stay close at hand. Most emergencies terminate in safe landings but the Crash

Crews remain vigilant. Their alertness and efficiency could become more than academic questions if real trouble ensued.

It follows that with these responsibilities and with modern fire-fighting equipment, the fire-fighter of 1958 is a highly skilled technician. Trained at the RCAF's Fire Fighting School at Camp Borden, Ont., he is well versed in the theory and practice of his trade. The ability to climb a ladder, swing an axe or sound a siren, does not make a fireman. The manual of the trade is over four inches thick and covers such subjects as First Aid, Administration, Storage, and Handling as applied to a multitude of different materials and situations. The fighting of chemical fires, the treatment of explosives and ammunition and other subjects give the fire-fighter plenty to think about at Trade Examination time.

Winnipeg's Firehall with its twenty two men is located in Building 88, near the hangar line. Conceived and executed as a Fire Hall, the fire fighters find it a pleasant contrast to the temporary wooden structures of other years and places. It contains adequate sleeping accommodation, cooking facilities and storage and maintenance facilities for the equipment. The reading room contains a TV set but even here we find traces of preoccupation with old devil fire. Framed placards on the wall describe extinguisher types or depict the method of entry into aircraft of different types.

The visitor to Station Winnipeg's Fire Hall comes away convinced that the fire-fighting problems of the unit are in good hands. The fire-fighters know their job. Rather than prove it though, they would prefer that you stub that cigarette butt, replace that worn-out socket and in general help stop fires before they start. However, if it does come to a fire, call 206, and (if you'll pardon the expression) watch their smoke.

HUNTING

and

FISHING



... with Joby

WITH the return of warm weather we have the birds and bees, and a young man's fancy is supposed to turn to love? Nonsense. It turns to the outdoor and hunting of course.

Also with the return of warmer weather we have that black scamp, the crow. It has become ever more apparent with recent years of the tremendous sporting opportunities that may be had in crow shooting. Equipped with an extremely keen eye and a sense of danger that is uncanny, the crow proves to be a match for the best of sportsmen.

Contrary to some beliefs and going against arguments put up by some individuals I know, the crow

does destroy a lot of our game birds, especially during the nesting season.

Almost any farmer will tell you that at one time or another they have been working their land and have come across a duck or some other type of game bird's nest. Not wanting to destroy the nest, they have moved it a few feet away only to return a few minutes later to find a crow destroying the last of the eggs.

I have been shown as many as five wild duck nests in one field that have been destroyed by crows. They were actually seen destroying the nests, and all in the period of two weeks. Indeed a blow to our waterfowl population in the fall.

Ducks take the biggest blow from the crow because they build their nests more in the open than do the pheasant, chicken or partridge. No doubt any help that is given by the hunters in destroying the crows, would be appreciated by the ducks.

If one can be in on a successful crow shoot it is something to remember for a long time. Crows are extremely crafty except in the very few instances where they get excited and then they throw all caution to the wind and just keep coming in, regardless of anything the hunter might do to stop them.

Crow hunting is divided into two main seasons here in Manitoba. The spring nesting season, which in my opinion is the best, and in the fall when the birds are gathering in large flocks for their track south for the winter.

The best spring shooting comes after the birds are nesting. They get even more belligerent if there are young in the nest.

The idea here is to get an owl, a live one if you are fortunate enough to obtain one, otherwise a stuffed or cut out type will do. Stake or tie it close to a nest containing either eggs or young. Conceal yourself well and if the crows haven't already discovered the owl, do a bit of urging with a crow call. As an owl is a natural enemy, it will take only one crow to spot him and there will be such a fuss kicked up that every crow within hearing distance will come

in a hurry. It is at this time that crows throw away their caution and come screaming in. You can shoot until your barrel is too hot to touch and nine chances to ten they will still be coming.

The first time I had that happen a few years ago, I muffed the whole deal. The crows came all right, but I got so excited at seeing them milling about and causing such a terrific uproar that I missed all but one. Some shooting, especially when I had about 50 targets wheeling about. However, the point is, that even with the shooting I was doing, the crows came on, and only took off in fright when I was foolish enough to expose myself while trying to get a shot at one that had sat on a nearby tree.

One other way that sometimes pays off during the summer is to find a killing pen where butcher's kill their beef. A place such as this may have crows and magpies as they both like a dead carcass and will come a long distance to get it.

The best method for this type of shooting I have found, is to get well concealed near the dumpings and wait them out. Here is one other place that a crow call can be very handy. A call to dinner can bring a few hungry birds well within shotgun range and before they discover that the table isn't set for two, you can have blackbird pie.

A crow's eyesight is very keen and it is most important that the hunter keep well hidden at all times, especially if he is hunting without the use of an owl or some other type of decoy.

Some people find that hunting crows with a decoy is much too easy and prefer to take a scope equipped rifle and stalk them in the open. Depending on the rifle and the marksman behind it of course, I have seen shots of up to 300 yards made quite regularly. A hit with a high powered bullet of course, literally blows black feathers all over the landscape.

I knew of one inspired young fellow that liked nothing better than to prowl through the woods with his .22 in search for crows. He did quite well too. His method was as simple as it is sensible. He would find a nest with the female sitting on the eggs, and

sneaking up under the tree, shoot her while she sat, (not very sporting I must admit). He then would sit down under the tree and often the male would land within shooting distance and also be sent to meet his ancestors.

I also knew a chap that, during a strong wind, sneaked up to a tree which contained a crow sitting on her nest. Gripping a hunting knife between his teeth in pirate fashion, he climbed stealthily up under the nest. Taking the knife in his hand he gave an overhead swipe and pinned madam crow to her nest. This try was successful but the next time he tried it the branch he was standing on gave way just as he made his swipe and he fell, bruising himself considerably on the way down. Now he hunts crows with a shotgun or not at all.

Almost every kind of rifle is used by the chaps that prefer to do their hunting by stalking. They get in their car and drive down some back road until they spot a crow. They then hop out and either take their shot from there or try and work into a better position.

Everything from hi-powered .22's to 30-06's are used. One chap I know uses his Winchester .270 with 4X scope. Claims he can make clean kills up to 400 yards away on crows and magpies. I must admit that a .270 has its advantages all right but I just can't go along with the idea of using one for crow shooting. Just too dangerous in my opinion. They do shine in the flat trajectory field however and that is certainly one thing you need when hunting crows, because you just have to be able to get way out there.

Personally I am rather inclined to favor the little 20 gauge shotgun when it comes to crow shooting. In fact I might as well admit it, I have been a 12 gauge man all my life but of recent years I have become more and more convinced that the 20 gauge is a wonderful little gun and is darned hard to beat on any kind of reasonable range shooting.

I find that the 20 with a good load of 6's can do wonders on crows. Incidentally, if you want real punch try the new 3 inch Magnum in the 20 gauge. It's a mighty good shell and can dump a crow as fast at 30 yards as any 12 I ever saw.

Crow shooting in the fall is much the same as the spring except that you must find a roost where they are gathering at night and there set up your blind, either with or without decoys. These roosts may contain as many as a thousand or more crows and until they move on, either from shooting pressure or to move south, the shooting can be fast and furious with large kills being made nightly.

Crow shooting, while not practiced here nearly as much as in the USA, is however, an up and coming sport. While there is generally not as much of it as there are of other kinds of shooting, the few times that you may be lucky enough to connect will make up for the times that you do not.

A crow is crafty and it takes craft to outwit him. When you do however, you are not only having some fast fun for yourself but are helping our game birds to prosper for everyone's enjoyment in the future.



Top: A .222 Remington Model 722 equipped with a Weaver K4 scope. A deadly combination on crows up to 300 yards away. Bottom: A Stevens-Savage 20 gauge double with 26-inch barrels. A very fast handling and deadly little shotgun for crows. — (Courtesy Manitoba Sporting Goods)



This is the fellow that creates all the excitement during a crow shoot. Whether it be stuffed, as the one shown, or a cut out type, owls certainly get a crow's dander up.

(Courtesy Manitoba Sporting Goods)



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Ron Baynes reports on...

"THE DEPARTMENT OF UTTER CONFUSION"

Phone rings

Dispatcher: Good evening. Purple Taxi.

Airman: Hello. Will you send a cab to my place
right away?

D: Sure thing Sir. And the address.

A: 517 Whytefold Road, but . . .

D: Okay Sir. 517 Whytefold. Be right there . . .

A: Wait. About the address. Your man may have
trouble finding it.

D: Oh no Sir. Not our man. 517 Whytefold, — that's
simple enough.

A: Well no, it isn't. There is no such address.

D: There ain't?

A: No, the address is 290.

D: Two Nine zero. Fair enough. I'll just tell him
that then . . .

A: No, no, no, no, no. Let me explain. There is no
290 Whytefold. Or rather there is but I don't
live there. The number of the house is 290 and
it's on Whytefold but it's really 517. 290 is a
purely administrative number. 517 is the correct
number but don't look for that because it doesn't
exist and don't go to 290 Whytefold because I
don't live there and don't . . .

D: Excuse me while I get some coffee. (MUFFLED
OATHS FROM OFF-STAGE). Okay Buddy.
You don't want him to go to 290 Whytefold
because you don't live there, and you don't
want him to go to 517 because there ain't no such
place. Right?

A: Right. 517 doesn't exist. In about four months
it will. Then of course it won't be 290 any more.

D: Maybe you could call back then eh. buddy?

A: No — it's simple, really. Tell your man to go up
Whytefold and look for 290. Not 290 Whytefold
which is somebody else's place but just the
number 290 which is on a house at 517 Whyte-
fold. Now there isn't any 517 Whytefold so
he'll have to just watch for 290, — not 290
Whytefold, but the one at 517, written in big
black letters.

D: at 290.

A: 517.

D: There's got to be another job in the want ads.
There's just gotta be.

A: It's up near the Station see and

D: Oh Air Force. Now I got you. You mean PMQ's.

A: No. Rental Units, leased by DND from MCC . . .

D: Rental Units, Shmental units. On the Base?

A: No in St. James.

D: Oh no. Oh no.

A: You got it now?

D: Maybe. He should go up Whytefold, past 290
because you don't live there and proceed to 517
which don't exist for six months. Then he looks
for a big black sign marked 290.

A: Well no. The sign is white. And there's another
number under 290. L2HS I think — something
to do with the construction company. He should
ignore that one and be sure he's at 517 . . .
Hello? — Hello?

(PAUSE).

(Phone rings)

Dispatcher: Veteran's Cab.

A: Hello. Will you send a taxi to 290

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PERSONALITIES



LAW Delaney

CPL. MARY BALL

Corporal Mary Ball, in charge of the Studio and Workroom of the Station Photographic Section, joined the RCAF in 1943. She began her training at Rockcliffe; first a six week basic course and then a twelve-week course in ground and aerial photography. After this primary training she was sent to Dartmouth for ten months and then to the Photo Section at Gander, where she remained until VE Day. Soon after VE Day, the establish-

ment at Gander was greatly reduced and she was moved to Summerside. After VJ Day she returned to her starting point at Rockcliffe.

In December 1946 she was discharged from the Air Force and worked as a civilian photographer in Vancouver for two years. Soon after, Mary went to Lindsay, Ontario, where she was employed by the Visking Company, an American Plastic Manufacturer.

In March of 1953 she re-enlisted and again returned to the "Salt Mines" (Photo Section) at Rockcliffe. In July, 1955 she was transferred overseas to No. 4 Fighting Wing at Baden-Baden, Germany which proved to be a very enjoyable place to work. As duty photographer she enjoyed a great variety of interesting assignments, which enabled her to visit much of the surrounding country, and to get to know the customs of the German people. She gained much experience there, in photography, that is.

Needless to say, she was quite disappointed when she was transferred to the Photo Section at Winnipeg (no offence to Winnipeggers). Corporal Ball doesn't seem to mind any more though, as she enjoys extremely pleasant working conditions; she is the only girl in the section. Judging from the efficiency of the staff and the marvelous photographs being turned out, she must keep them all on their toes. However, this may also be due to Sgt. J. D. Boyd, who maintains a Boyd's Eye View of the whole section.

Corporal Ball, formerly an ardent skiing enthusiast, lost interest in the sport when she came to Winnipeg (mainly due to a lack of hills). She has settled down to badminton, dancing and the occasional movie.



R. L. Clynick

S/L F. F. GRAHAM

Squadron Leader Fred Graham was born in Edmonton in 1921. His parents moved to Calgary a few years later where he attended St. Mary's Boys School and received his elementary and Junior High school education. S/L Graham then went to St. Francis Xavier College in New Brunswick and took a course in pre-engineering before entering McGill university. After graduation in 1942 with a degree in Mining Engineering he enlisted in the RCAF to train as a Pilot.

He attended the basic pilot training school in Regina, and in 1943 graduated as a Pilot Officer at Brandon. Pilot Officer Graham attended No. 2 FTS at Pearce, Alberta and after a few months of staff flying at No. 2 Wireless School in Calgary, was transferred overseas. The summer of '44 was spent at Advanced Flying Unit and Operational Training Unit in Cheshire. Following VE Day, F/L Graham returned to Canada. While on leave in Calgary awaiting transfer to the Pacific, the war ended and he was released.

Fred then spent one year with a Seismic crew around Leduc Alberta, working for Oil Explorations. He now regrets that he never seized the opportunity available to purchase some of the property in

the Leduc area. He would certainly have made a substantial barrel-full of oil soaked dollars. The following year he worked with the International Coal Company at Coleman Alberta.

In November '47 Fred rejoined the RCAF to work in the Maintenance and Aero Engine Sections. F/L Graham was posted to No. 10 Repair Depot at Calgary and was later sent to Camp Borden to take an Aero-Engine course. His next job was Engineering Officer with 412 Squadron at Rockcliffe. In July '53 following a short tour as Engineering Officer with 402 Auxili-

ary Squadron at Winnipeg, Fred was promoted to the rank of Squadron Leader. OC Maintenance at Macdonald was his next position, and in September '54 came to No. 16 Hgr. to be OC Maintenance for Station Winnipeg. This position has just recently been renamed Station Aircraft Engineering Officer.

S/L Graham married Miss Jean Robertson in 1946, and they are now the parents of two boys, William Robert, eight years old, and Michael, two years. Among many sports activities S/L Graham favors curling and golf.

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THINGS TECHNICAL

X-15

HALF plane, half missile, a hybrid of the hypersonic age that will take man on his first voyage into outer space: that is the X-15 research vehicle being built for the USAF, US Navy, and National Advisory Committee for Aeronautics (NACA) by North American Aviation's Los Angeles Division.

After its initial test flight by North American, it will be turned over to the USAF, and then to NACA to study the effects of friction heat on planes capable of flying thousands of miles an hour.

The pencil-thin ship with wings like cleaver blades will actually be fired by its own rocket engine like a missile, to coast in a ballistic curve like an artillery shell, reaching fantastic speeds and altitudes.

X-15 CLOTHED IN NICKEL

The X-15 is an "all hard metal" aircraft. "Hard metal" means the new nickel and steel alloys just being made available for missile and aircraft construction.

For its baptism of fire on re-entry into the atmosphere from space, the X-15 will wear a complete armour coating of nickel alloy. Any heat that soaks through this outer skin will meet titanium and stainless steel on the inside. Some aluminum is used internally where heat and loading conditions are not severe. An interesting feature of the plane's structure is the reduction in the number of fasteners such as bolts, rivets, etc., by the utilization of 65% welded structure. Both automatic (material added) and resistance (no material added) welding techniques will be used.

To reduce the chance of leaks in plumbing, a system of brazing hydraulic lines will replace the conventional threaded fittings. A

metal sleeve is placed over the ends of the tubes and a special heating coil is wrapped around the sleeve. Heat melts a brazing alloy into the tube ends to form a gas-tight joint.

LONGER RANGE

The X-15's range is some four and a half times that of the X-1 and X-2 — 450 nautical miles, as against 100 miles. Duration of flight is expected to be about six minutes.

An outstanding feature of the vertical control surfaces is the extremely blunt trailing edge, which measures 12" across. Vertical surfaces include the lower ventral fin (which is jettisoned on landing) and the upper fin whose top section rotates in much the same manner as that of the Bomarc interceptor missile.

With a probable speed somewhere within the Mach 5-7 range, the X-15 will weigh roughly 32-33,000 lbs. maximum gross. The thrust output of the single engine will be in the neighbourhood of 60,000 pounds maximum.

Twenty-seven feet of its 50-foot, round fuselage will be allotted to the integral fuel and oxidizer tanks, which have saucer-shaped baffles to prevent surging and thus control the centre of gravity. Ammonium and liquid oxygen propellants, instead of kerosene, will be used as fuel.

DRAG REDUCED

The two long, triangular sectioned bulges that begin just aft of the cockpit and terminate with a large, blunt, triangular base at the tail, are specially designed to minimize interference drag between the fuselage and wing—drag which, at the speeds to be encountered by the X-15, would present substantial problems. These bulges also serve

by BILL BAMBRICK

as a housing for the control linkages, plumbing, electrical cables, etc.; beryllium is used here to resist heat.

The wing has a sharp leading edge, but the trailing edge is rather blunt, tapering from a thickness of 2 1/8" at the root to only 3/8" at the tips. The small, deep-chord ailerons are located mid-wing.

The landing gear of the X-15, as may be seen in the accompanying drawing, consists merely of two tail skids that are extended out through blisters on the aft fuselage section. The lower ventral fin is jettisoned before the skids are extended. This type of gear was chosen because of its light weight and its suitability for landing on the dry lake at Edwards AFB, where initial tests will be flown next year.

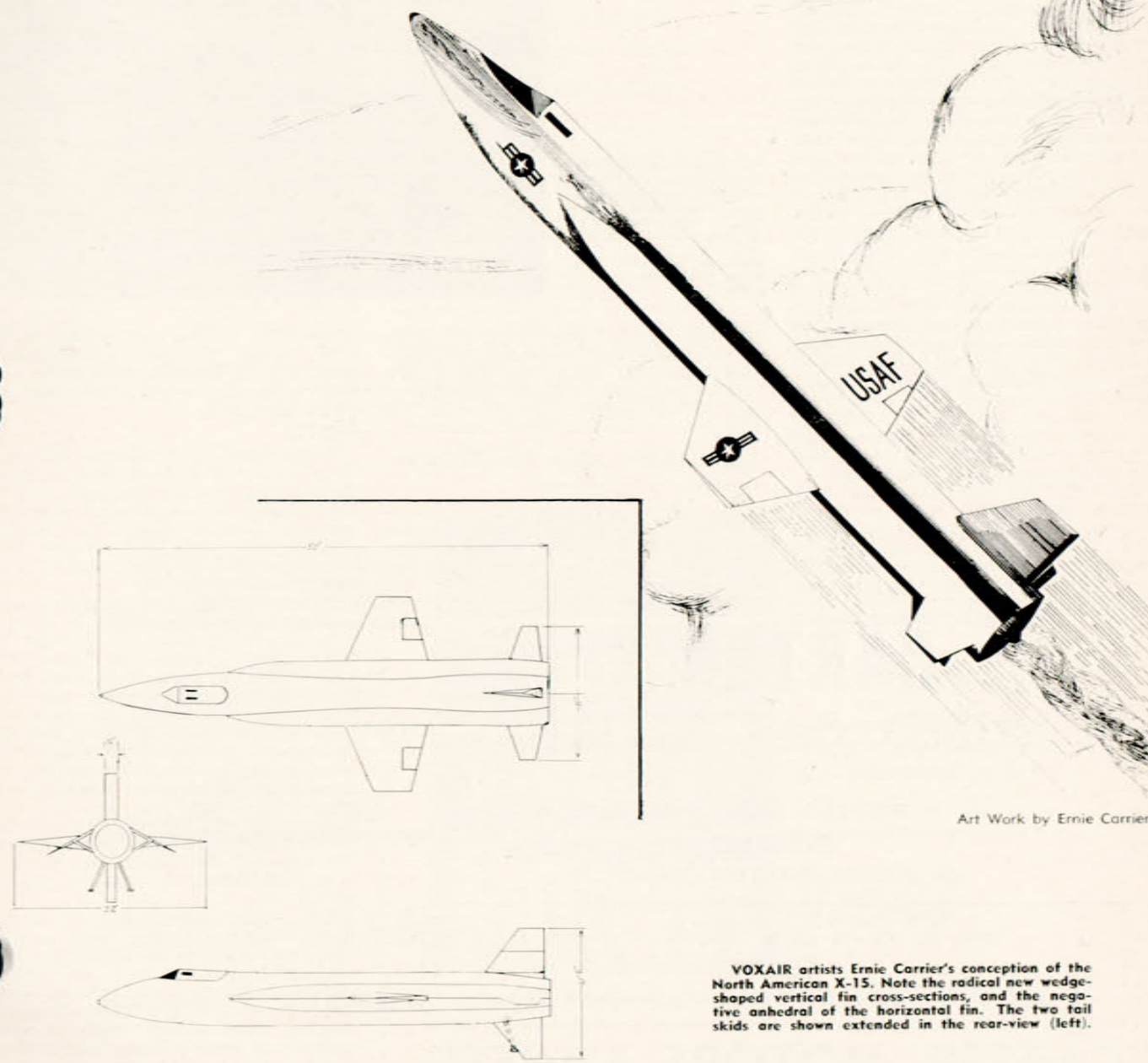
TWO CONTROL SYSTEMS

The control system of the X-15 consists of two separate systems. Aerodynamic control (for low-level flying) is maintained by the ailerons and rotating upper half of the upper vertical fin. For extreme altitudes, control is maintained by the use of pitch and yaw control rockets, located at the top and bottom of the nose, and by 1 1/2" diameter jet reaction ports for roll control, located two feet from each wingtip at the 80% forward position. Commenting on the capability of fine control obtainable from the rockets, Capt. Iven C. Kinchelov, USAF pilot that will first fly the X-15, stated that he may find it necessary to balance them against each other to obtain the resultant fine control from the difference in thrusts. Fuel for these attitude control rockets will be high-test peroxide.

SAFETY AT MAXIMUM ALTITUDE

One of the strange and good aspects about flight in the X-15 is that the ship will find greatest safety at its maximum altitude,

(Continued on page 34)



Art Work by Ernie Carrier

VOXAIR artists Ernie Carrier's conception of the North American X-15. Note the radical new wedge-shaped vertical fin cross-sections, and the negative anhedral of the horizontal fin. The two tail skids are shown extended in the rear-view (left).

AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



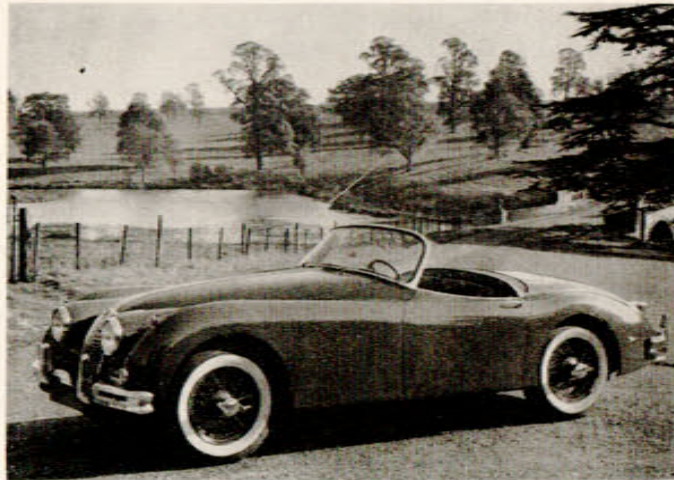
By PETER McLOUGHLIN

NEW JAGUAR XK 150

Jaguar unveiled, for the first time, the XK 150 Roadster at the New York Motor Show on April 5. This car, which compliments the other two cars in the 150 series, is primarily intended for the semi-racing enthusiast who desires the fastest thing on wheels bar an all-out racing car; and the man who just wants a second car, a sports car, but needs only two seats. The lines are an improvement over its sisters, with the fender doing a more graceful sweep up to the rear. Technical features are pretty well the same as the other 150's. But this car is available in three stages of tune, to give a price-tag variation of \$4,495 to \$5,020. The most popular two in Canada will likely be the special equipment model at \$4,645, which has the Blue head, wire wheels, twin exhausts, etc., and the "S" model. The "S" is equipped with a new engine, a real man-eater of 250 BHP. Top speed for this version is around 140 mph. The power increase is achieved by using a straight port cylinder head which, when combined with three HD8 S.U. carburettors and a 9:1 compression ratio, puts out 250 bhp at 5,500 rpm. In addition, lead-bronze bearings and a stronger clutch unit are also fitted, also quick-change disc brake pads.

The "S" is only available with manual transmission and overdrive. The other two models can have the usual Borg-Warner automatic transmission if desired. The hood on the

The New Jaguar XK 150 Open 2-Seater—At present for export only, this new Jaguar Sports Model has a maximum speed of nearly 140 mph. It was shown for the first time at the New York Motor Show on April 5, 1958.



roadster is more of a functional piece of equipment than a luxury top, befitting the nature of the car. But a concession is made to North America, in that roll-up windows are fitted for the first time ever on a Jaguar roadster.

TOMORROW AND TOMORROW

Courtesy "The Autocar"

In a West German newspaper, somebody has advertised a Lloyd 600 which has been in "continuous use since 1596." I am doubtful, but not altogether.

Shakespeare, who was around at the time, wrote "I'll fetch thee with a wainion," and scholars have never been able to decide just what this "wainion" could have been.

NOTES

Rolls-Royce have decided that perhaps it is not a good idea to make Bentleys and Rolls's identical, save for the radiator. A new policy is at present deciding how to make the Bentley sportier, and the Rolls-Royce even more of a luxury wagon than it is today.

Mercedes-Benz have bought a controlling interest in DKW. In view of a reported American tie-up with the latter, this is interesting. Each firm will, evidently, keep its separate identity. Sometimes, I wonder just how one of our own companies would ever try to sell the North American populace on a small car with a front wheel drive, three-cylinder, two-stroke engine, and four-wheel independent suspension all at once!

Imported car sales continue to soar. Fifty to seventy-five per cent increases are expected for Canada and the U.S. if current buying continues for the rest of the year.

Unit construction on the new Lincoln turned out to be more of a problem than the engineers bargained for. The extreme length (19 feet) and lack of rigidity in the roof area, plus no center door pillar and only a couple of spindly dog-leg front pillars, made a tough problem in beam and torsional stiffness. It was, in fact, a box structure without a top! Early test bodies actually collapsed on the road. Finally, it proved necessary to add 1,000 pounds of heavy gauge steel to get acceptable body

rigidity on production models. How will this experience affect Detroit? My guess, is no more unitary bodies for big cars.

DETROIT UP THE STUMP; WHICH WAY NEXT?

The unkindest cut of all, in this present recession, was handed out to the automobile industry by President Eisenhower when he improvised the following mild tirade: "I personally think that some of our people are being disenchanted by a few items that have been chucked down their throats, and they are getting tired of them." Later on in the conference he warmed to the subject again when he got around to wishing that the manufacturers would "wake up . . . and begin to give the people the things they want and not the things they think we want." That, rolled up with the recommendation of the Governor's Conference to build smaller, safer cars, topped with a dressing of the sales resistance to new cars, add the Rambler success as a savory and finish off with a touch of the roaring imported car sales, and you've produced a menu that will instantly cause the Detroit manufacturer to drop dead of a heart attack. Seriously, though, we are at an interesting stage in domestic car affairs. It affects you and me too. As to whether it will make any great difference to the 1959 cars remains to be seen. Unfortunately, we are tied to semi-frozen designs which have been on the boards for a year now.

For 1959 we are likely to see some

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of these changes: Less emphasis on horse power; maybe even a model in each line offering a decrease from 1958. Much more pressure put on such features as reliability, economy, long life, and "sensibleness." I will be willing to bet that there will be a definite drop in prices right across the board. Tied in with this will likely come a less ostentatious show of chrome and useless trappings thrown on the cars for no purpose. Size, lines, and the like

will probably remain pretty close to this year's — because of the "frozen model" concept. It is improbable that there will be any radical innovations. The horrible reception accorded the Edsel and air-suspension this year will keep Detroit shy for sometime.

Many sources are reporting small cars from all three big manufacturers for next years. It is possible, and if such a thing comes it will be treated as a feeler for future development. Incidentally, Chrysler have bought up the dies to the 1955 Aero Willys in return for some three-year-old Chrysler dies to be used by Willys for manufacturing a car in South America. To produce small cars in a big way by 1959 would involve all manufacturers in terrific retooling in an industry geared to produce millions of fat, long cars. It would also be a gamble that might prove ruinous if a wrong guess were made. Therefore, we'll see Detroit following the sale of imported economy cars with hawk eyes for at least another year, before a major decision is made. If it is a trend, they want to catch it; if it turns out to be a fad, they want to be able to get out with only singed fingers. The result—don't expect radical changes in major Detroit policies, right across the board, until 1960. Then, if you would like a good guess on a limb—we will start getting smaller, more practical cars by the million. I might even go so far as to say that public opinion may even look back on current machines, and their engines, as monsters that should be banned from the highways.

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VOXAIR VIXEN

Eighteen-year-old Christine Fraser, born in Bushey, Middlesex, now lives at Kenton, England. On completing her secondary school education, she became a clerk in a lawyer's office, before deciding to make the stage her career.

Despite the fact that she had had very little dancing training, Christine was engaged on the spot by the WINDMILL Theatre on the strength of her beauty and personality. One of the WINDMILL's most popular girls, grey-eyed Christine is a trim brunette, measuring 33-24-36.

—Courtesy THE WINDMILL THEATRE, LONDON, England.

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I'll be with you just as soon as I . . .



. . . tidy up a bit.



Sorry about the mess — the old lady is out for awhile.



Now for the ice cream you fellows brought me.



By the way, Maude will be glad to see this picture. It shows you 402 officer types behind bars instead of me.

THE GRIZZLY SERGEANT

Photos by D. Parker

AN RCAF sergeant whose face was once used as a model for a squadron crest, who dislikes flying, and whose temper is such that he has to be caged, is paradoxically a favorite among members of 402 Squadron (Auxiliary)—the City of Winnipeg Squadron.

The popular fellow, Sergeant Minto by name, was born near Minto in the Yukon in 1950. A two-pound cub at birth, Sergeant Minto is now all that a grizzly bear should be in size and temperament. He can be seen at any time in the enclosure for bears at Assiniboine Park, living out his dual role of squadron mascot and children's delight.

As might be expected of a sergeant, Minto's life has been a series of troublesome adventures.

As a cub, his first trip away from his mother involved him in a misadventure with workmen from the Mannix Construction Company in the Yukon. They managed to cage him and made arrangements with the Calgary Zoological Society to fly him from the Yukon to Calgary. For a bear who was ultimately to join the Air Force, Minto objected noisily to his first flight. From where he sat in the nose of the aircraft, flying was for the birds and Minto lustily gave voice to the thought.

His stay in Calgary was short. He was offered to the Public Parks Board and the City of Winnipeg to improve the Assiniboine Park Zoo. On 30th January, 1951, Minto arrived in this city. He travelled by train and took up residence without a growl—even about the weather.

402 Squadron, designated as the Grizzly Bear Squadron, asked the city if they might adopt Minto as their mascot. On 1st March, 1951, he was formally appointed Sergeant Mascot at a luncheon in the Royal Alexandra Hotel—in absentia, of course. It was at this time that his face was used as the model for the squadron crest, a replica of which was presented to the city by Wing Commander W. B. Bracken, and placed on the bars of Minto's cage.

Shortly thereafter, Minto took time out from delighting children with tricks learned primarily as an aid in cadging buns, ice cream and pop, and wooed and won a female grizzly named Maude. The marriage went well enough, and on 8th February, 1954, a cub arrived, the first ever delivered alive in captivity. However, the baby grizzly died not long after, a victim of his father's clumsy affections.

Again on 22nd March, 1955, after an operation supervised by T. R. Hodgson, the half-ton Maude

gave birth to cubs. This time father was to be separated from his family by a gate between den and pit. The problem was how to get Minto out of the cage and placed safely in the next pit.

The Barnum & Bailey people were consulted, and they advised stunning the huge grizzly with 180 grains of nembatal. The sleeping potion was given to Minto in ice cream—and enough nembatal to put 100 humans in dreamland wasn't enough to down M. Another ice cream sundae containing 245 grains was offered but Minto turned away with an aching head. However, when the potion was mixed with soda pop, he took the bait and went blissfully to sleep at the bottom of his pit. A steel-mesh net was lowered in and fastened around the sleeping bear. A derrick began lifting him clear of the enclosure. The problem seemed solved until Minto gave a bear-sized hiccup and fell out of the net. A rope was worked over his shoulders and around his middle, but as they began to lift him, Minto came out of his sleep and began chewing on it. In desperation, the moving crew poured a quart of nembatal in the general direction of his mouth. Thereafter, the move went successfully—successfully, that is, if Minto's hangover can be discounted.

Minto was later moved again, this time with comparatively little difficulty, into a more comfortable open moat type of enclosure, where he is on an eye-level with his visitors. The squad of black bears in the next cage don't seem too impressed with his authority. They probably feel that he's due for retirement anyway, after seven years as a sergeant and no promotion.

Unfortunately, Minto's plaque was temporarily forgotten during his moves, and even his title of Sergeant has been omitted from the new stories about him that appear from time to time.

Patiently he carries out his daily duties of meeting the public, apparently unaware that the College of Arms decided that his face on the squadron crest too much resembles a wolf. The crest approved by Her Majesty shows an Indian Totem Bear replacing Minto's visage. This is in keeping with the policy of crest components for transport squadrons of the regular force.

Nevertheless, 402 Squadron still regards Minto as their most colorful NCO.

Sergeant Minto, himself, seems grr-eatful for the honour.

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Education Edicts

By SAM SIMPSON

The picture with this month's article is Miss Lela Radzyminski, the Education Centre stenographer. Her duties include all typing and office routine that is entailed in the routine of an Education Office, such as DVA correspondence courses, records, etc., and in the improvement of the Trade Advancement preces and exams used by the AF and AETech personnel. Miss Radzyminski has been with the Educational Section since 24 June 57.

The AETech and AFTech instructors have a variety of duties to perform which has necessitated them to be employed full time in the Educational section.

One outstanding project that has been carried out very thoroughly is the forming of an Engineering Orders library by Cpl. G. R. Dickson. This consists of compiling EO material required for AE and AFTechs and keeping them complete and

amended to date.

Through the continuous changes and amendments, another duty arises which must be carried out by all instructors and that is re-writing pieces for study guides and constructing new basic and specialty examinations. Every attempt is made to keep up with the times

QUIPS by HUMPHREY

A confirmed bachelor is a man who realizes that "it is *much* better to have loved and lost."

A wife shrilling and flushed with anger was compared recently to a snarling tigress about to strike with bared fangs. This comparison roused considerable criticism from wild animal lovers all over the world.



Miss Lela Radzyminski, formerly of Gladstone, Manitoba, and now residing in Winnipeg, is the pretty young stenographer with the Education Section. —J. B. Smith

and to pass this information on to those who must be qualified for advancement.

Another phase of compiling instructional material is the securing of films, transparencies and other training aids used in the Trade Advancement school.

The period of trade instruction covers three months before each trade board. Approximately one (Continued on page 34)

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NEWS

STATION WINNIPEG HOLDS AIRMEN'S MESS DINNER

On 16 April 1958 a very impressive evening was enjoyed by the Living-In airmen, when Station Winnipeg held its first Airmen's Mess Dinner. For the majority attending, it was their first opportunity to attend such a function and witness the pomp and protocol that has been treasured and upheld by the military down through the decades. Actually the idea was advanced by the Airmen's messing committee, but due to the great number of airmen on Station Winnipeg, it was impossible to accommodate all the personnel, therefore, only the Living-In airmen were invited. The idea received the approval of the Commanding Officer, G/C G. F. Jacobsen, and the rest of the arrangements were completed by the Messing Staff in conjunction with the members of the Airmen's Messing Committee.

Assembly was at 1830 hours for cocktails, a turkey dinner with all the trimmings was served at 1900 hours. The emcee, WO1 S. Lisoweski, introduced the Acting Commanding Officer, W/C H. C. Vinnicombe, who spoke briefly, expressing his regrets that the Commanding Officer was unable to be present due to absence from the Station. W/C Vinnicombe went on to say he was impressed with the response and hoped that this would be the forerunner of many such occasions to be held for the airmen. The position of PMC was filled by LAC C. Abel, the acting PMC of the Airmen's Club, with LAC J. F. McDonald occupying the position of Vice-PMC. After dinner, everyone retired to the lounge for appropriate entertainment furnished by Mr. Frank Gilrain. Refreshments were enjoyed and the whole evening proved to be most successful.

Photos Dave Spearing



W/C H. C. Vinnicombe addresses the airmen of Station Winnipeg during the Airmen's Mess Dinner, held here on April 16th.

Station Winnipeg Airmen, complete with bow ties, enjoyed their Mess Dinner "very much".



The guests included: W/C A. V. Branscombe, CTSO; S/L F. F. Graham, SAE0; S/L T. A. Calow, STelO S/L J. Herbert, SAO; F/L J. M. A. Sabourin, RC Padre; F/L J. T. Irwin, Protestant Padre; F/L R. J. Oliver, Messing Officer; F/O J. J. Cook, Engineering Officer of 111 C&R; F/O J. S. Scott, AEAdO and Chairman of the Airmen's Messing Committee; WO1 S. Lisoweski, Station Warrant Officer; WO1 E. G. Ogren, PMC Sgts. Mess, and Cpl. A. W. Hodgins, representing the Cpls. Club.

"HOSTESS DANCES FOR WINNIPEG AIRMEN"

So you can't find anything to do on Friday nights? You say you don't know where to go? Don't



know where you can meet a nice girl in this city? . . . a city whose feminine population far outnumbers that of the stronger sex!

If your answers to these questions are in the affirmative, then the YWCA's bi-weekly "Hostess Dances" are made to measure for you. Held every other Friday night, these dances began, four years ago, with the original objective of providing a little hospitality and companionship for the NATO students here on the station. The NATO students are no longer with us . . . but the dances are.

Miss B. C. Ford, president of the Central "Y's" "Hostess Club," commented recently, "I don't know why the boys out at the base aren't turning out for these affairs . . . at our last dance, we only had four men for about fifty girls . . . perhaps it's just because they don't know we're here!"

The next dance, and the last one of the season (unless a little pressure can be brought to bear upon the committee) will be at 8:30 p.m. on Friday, May 23rd. The location,

No . . . these are not Martians with balloons growing on their foreheads — they are just "people having a great time".

of course, is the Central "Y," at 447 Isbister Street (Ellice and Balmoral). Why not give it a whirl?

STATION PERSONALITIES HONOURED BY B.S.A.

On Friday, 1st March, two Station personalities were honoured by the Boy Scout Association for their Scouting work over a period of years. Cpl. Al Frogley and Mr. Les Riskin were awarded the Bronze Long Service Medal of the Boy Scout Association by Mr. Joe Harwood, the District Commissioner.

Recognizing at least ten years



Les Riskin (above), of 14 Trg. Grp. Film Library, is Cubmaster of the 1st Winnipeg Cub Pack, while Al Frogley (below), of 2402 AC&W Sqdn., is Scoutmaster of both the 1st Winnipeg and the 51st RCAF Scout Troops. — R. L. Clynick

of faithful and meritorious service, the medals climaxed a long period of devoted and valuable duty for the two men.

Al Frogley, who during working hours is a member of the Staff of 2402 AC & W Squadron, has had a long and distinguished career in the field of Crippled Children's Scouting. In this work he has been ably assisted by Les Riskin, who is employed in the Film Library of 14 Group Headquarters.

Frogley's work began before he joined the RCAF,—in Sault Ste. Marie, Ont. Here he began what he believes to be the first crippled children's Cub group outside of hospital packs. When he arrived in Winnipeg, he realized the need for a similar group. In co-operation with the Crippled Children's Society of Winnipeg and with the aid of the Kinsmen's Club he and Les formed the 1st Winnipeg Cub Pack for Crippled Children. As Al was already Scout Master of the Winnipeg RCAF group he was not able to be "Akela" of the Pack and Les stepped in to be the leader.

Al now leads a local Crippled Children's Scout Troop, another first in this field.

DADS' AND LADS' BANQUET

A Father-and-Son Banquet was held at RCAF Station Winnipeg on Tuesday, 8th April, attended by 213 dads and their lads. A very fine meal of turkey and all the trimmings prepared by WO1 E. G. Munro and his staff was thoroughly enjoyed by all. Grace was said by Padre Irwin.

Among those present were: W/C W. F. Davy (Chairman of the Group Committee), G/C G. F. Jacobson (Commanding Officer), Mr. D. A. Thompson (Provincial Commissioner), Mr. Milt Humphrey (District Scoutmaster), and

— Dave Spearing



Dads and Lads of the 51st RCAF Scout Troop enjoyed themselves recently at their annual "Father and Son" banquet, held in the Air-men's Mess.

S/L R. J. Gurney (Vice-Chairman of the Group Committee).

Dinner was served by the ladies of the Protestant and Catholic Guilds who did a fine job.

A toast to the Dads was made by Scout Fred Saunders. In his reply W/C Evans stressed the benefits of Scouting and expressed appreciation of the efforts of the Group Committee, the leaders, and the Scouts and Cubs.



— Dave Spearing
The Commanding Officer presents the "Leaping Wolf" Badge to Scout Ray Stack.

The Chairman of the Group Committee introduced the leaders of the Cubs and Scouts to the parents. The Provincial Commissioner, Mr. D. A. Thompson, then addressed the Banquet. He traced the history of the Scout and Cub movement in Manitoba. The movement, he recalled, was first organized in St. James, 43 years ago. Two years later the first Cub movement was launched also in St. James. He also



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— D. Askett

pointed out that our Scoutmaster, LAC Alf Frogley, recently received a coveted Scout Award, the Medal of Merit. He called on all Dads to come out and help their boys to be good Scouts or Cubs.

Mr. Thompson's speech was followed by a presentation of badges by G/C Jacobsen, the Commanding Officer, to the following:

Cubs' First Star—Brian Latham, Greg Lindsay, Eric Middell, Wayne Anaka, Larry Barlow, Brian Douglas (Swimming Badge), David Siford (House Orderly), Gerry and Mike Girard (House Orderly), David Glass (House Orderly), Phillip Davy and Teddy Anderson.

Scouts, Leaping Wolf—Jim Witham, David Gurney, Richard Booth, Eddy Bruger, Wayne Wilson, Brian

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McCauley, Ray Stack, Peter Deslauriers, Brian Hodgen, Bob Arcand, John Evans, John Frogley.

The Banquet closed with the Cubs forming a circle around the tables and singing the closing hymn—"Softly Close the Night of Day."

PROTESTANT LADIES' CHAPEL GUILD HOLDS SPRING FASHION SHOW

One of the most successful fund-raising events ever staged at Station Winnipeg was held on Thursday, April 10th, in the Station Drill Hall. The affair was a spring-into-summer style show, arranged by the Protestant Ladies' Chapel Guild. "Fashion for '58" was originally started as another of the many projects of this active group, but soon grew into a gala evening, with nearly 600 people attending. The Station Sunday School program will profit from the funds raised.

Every phase of the fashion show was handled by members of the Guild. Co-ordinator was Mrs. Bruce Durnin, while Mrs. A. V. Branscombe staged the affair; Mrs. H. G. Grant trained the models, and Mesdames J. J. Cook and R. J. Gurney acted as social convenees. Guild members who served as models were Mesdames H. W. Jobb, J. Corrigan, B. Durnin, L. Boyle, H. E. Hale, G. Anaka, D. C. Evans, A. Allard, J. Richards, R. J. Gillis and Miss Donna Clark.

Midway through the evening, several men added a few light touches by modelling ladies' fashions from by-gone years, modern beach fashions, and sleepwear.

Mrs. A. Spencer, Guild president, said much of the credit for the success of the event was due to the marvellous co-operation shown by local merchants.

Mrs. Spencer also extended the appreciation of the Guild to Miss Mary Elizabeth Bayer, popular CBWT hostess of the *Mary Liz Show*, who served as fashion commentator.

REMEMBER

"He who prepares today, passes tomorrow," or, as Confucius would say, "He who studies today succeeds tomorrow."



— D. Askett

Models for the Spring Fashion Show, held at Stn. Winnipeg recently, are (left to right, top to bottom): Mrs. Gerry Durnin, Mrs. Anne Hale, Mrs. Enid Richards and Mrs. Gwen Grant.

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WINNIPEG TAKES BASKETBALL FINAL



Captain of the Station Wpg. Basketball team, F/O G. McCreadie (right) receives the 14 Training Group Trophy from F/L Ken MacLean, Station Recreation Officer. F/L MacLean made the presentation on behalf of A/C H. H. C. Rutledge, 14 Trg. Grp. Commander.

— Dave Abel

During the past months Station Winnipeg teams have managed to capture a decisive lead in the points race for the 14 Training Group Trophy. At present they hold three first places and three seconds:

The RIFLE TEAM won first place in small bore competition at Saskatoon, with Stn. Portage tak-

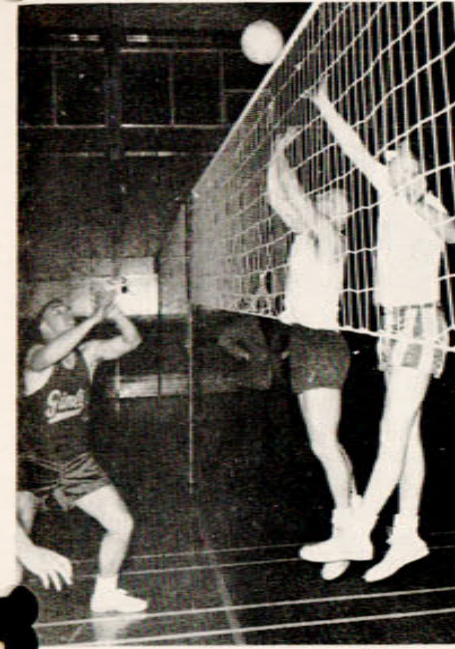
ing second place. The station BASKETBALL TEAM followed the trend and took first place by defeating Stn. Penhold in the final of the Group Competition. BADMINTON players competing at Penhold took second place, with Stn. Portage picking up the Group Championship. The Winnipeg

CURLING CLUB also took second place, losing out in the final to Stn. Saskatoon, at Winnipeg. In the WIRE BOWLING TOURNAMENT, Winnipeg was again second, with Stn. Gimli taking first spot. VOLLEYBALL is the only one of the winter sports not completed; the AOS Staff team won the station championship.

The INDOOR SOCCER League was climaxed with an international match between Polonia Soccer Club of Minneapolis, U.S.A., and the Station Winnipeg Team. Winnipeg won 6-0. Following the game, 175 players and guests enjoyed a banquet and dance, during which League President Dennis Staff presided over the presentation of prizes and awards. Hungarians won the league schedule, and AN & AF Scottish won the Manchester Cup competition. Currently the Soccer players are practising for the forthcoming outdoor season. The club has entered the Greater Winnipeg Senior Soccer League, with play

scheduled to start May 17th.

Groups presently organized for the summer's sports program include: GOLF CLUB, under chairmanship of W/C Evans; SKEET, headed by F/O Partridge; ROD & GUN, with Cpl. Marshall; ARCHERY continues its activities under AC Sweeney, with activities moving outdoors; Sgt. Lonie heads the



— Dave Abel

SOFTBALL intersection league; and F/O Gryba is manager of the BASKETBALL CLUB. LAC Considine again is manager of the CRICKET TEAM; F/L J. Smith is president of the RIFLE GROUP.

Two new groups recently organized are the STAMP CLUB, under the chairmanship of LAC McBeth, and the MODEL RAILROAD CLUB, headed by F/O R. Hope.

Membership in all groups is open to everyone, and information regarding these and other activities may be obtained by contacting either the individual club official or the Recreational Centre, Local 511.

VOXAIR REGRETS

On page 27 of our last issue, the caption accompanying the trophy presentation picture contained a type-setter's error. The "SP Training Command Hobby Championship Trophy," mentioned, was actually the "A/V/M Bryans Trophy." In addition, last year's trophy was won by Centralia, not Clinton.—Ed.

Winners of curling trophies: Top Right: F/L J. H. Sullivan, F/O G. R. Homan, G/C G. F. Jacobsen, F/O B. E. Collings. Missing: F/L A. S. Logan.



Centre Right: LAC G. W. Reed, Mrs. Cecille Reed, G/C G. F. Jacobsen, Mrs. Mary Reed, LAC R. A. Reed.



Left: An action shot taken at the volleyball championship game recently, here at Stn. Winnipeg. The AOS team was victorious with a decisive win over the Gimli team.

Bottom Right: Sgt. H. W. Henry, Cpl. R. Merriam, G/C G. F. Jacobsen, Mr. W. Kruschel, Cpl. L. Moors.



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BOOK SHELF

By ROBERTA MAUNDERS

For years Canadians have asked the book trade why quality paper-backed books were not published in Canada. They felt the price of Canadian Hard-backed books was too high to popularize Canadian authors.

In January, the first Canadian quality paper-back books appeared in Canadian bookstores, the venture of *McClelland & Stewart, Limited*, Toronto. The books by Canadian authors were printed in England for economic reasons, and will be followed by four more books in September—"if the sale of the first quartet is successful" states 35-year-old Jack McClelland, Managing Director of the publishing firm.

The first four books picked from all Canadian authors are: *Over Prairie Trails* by Frederick Philip Grove; *Such is My Beloved* by Morley Callaghan; *Literary Lapses* by Stephen Leacock and *As For Me and My House* by Sinclair Ross.

McClelland explains that to publish a new book in Canada would require a sale of at least 2,000 copies; that would be considered a best seller. The difference in publishing such a book in Canada with hard covers or with paper cover is one dollar. Thus to publish paper-backed books at a price to bring a large sale, it would be necessary to use reprint editions, with a minimum sale of 5,000 copies. Such a book could be sold for one dollar (the price of the new series of paper-backed books by Canadian authors).

These new books will only be on sale in book stores or in the book departments of large stores, rather than in the news stands and the drugstores. Books for this market have to be priced at 25 cents to 50 cents, and it is a one-time proposition; the books remain on

the stand for three months, then are replaced with a new lot. In the book stores, the retailer can return all the books for full credit if they do not sell. He gets about 45 cents of the one dollar retail price, the author gets seventeen cents, and the production and distribution costs



account for most of the remainder. It is hoped that the Canadian public will take advantage of this manner of obtaining low-cost copies of the best in Canadian Literature.

NEW BOOKS

Over Prairie Trails, by Frederick Philip Grove, (146 pages), is an

account of Grove's drives across the wilds of Manitoba in 1917-1918 as he spanned the distance between his family during a year's unavoidable separation.

Such is My Beloved, by Morley Callaghan, (144 pages), tells of a young priest's attempts to redeem the lives of two street walkers, and of the tragic outcome of his endeavour.

Literary Lapses, by Stephen Leacock, (146 pages), was the first, and one of the most popular of his many humorous works, and includes *Boarding House Geometry* and *My Financial Career*.

As for Me and My House, Sinclair Ross, (165 pages), hailed by many critics as one of Canada's finest novels, tells of life in a Saskatchewan drought belt, and especially, its effect on an embittered town Minister and his courageous wife.

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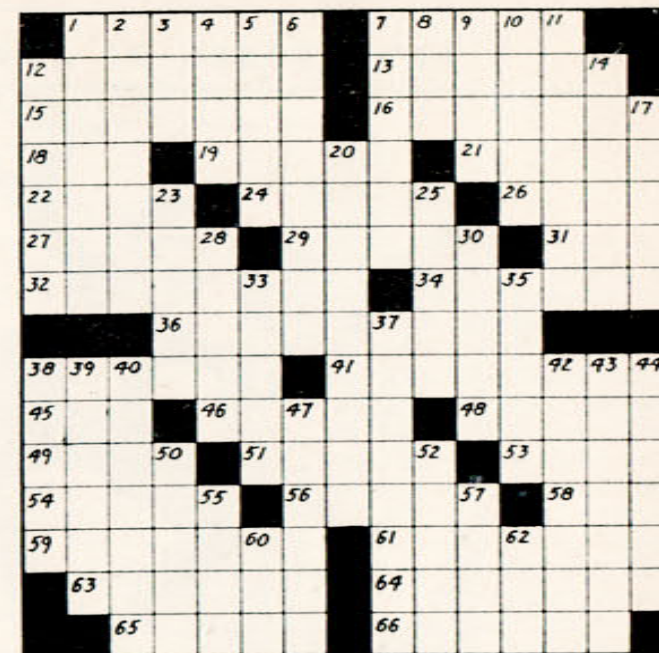
DOWN

1. A low stool
2. Armed robberies
3. Strong drink
4. Welcoming all-comers
5. Apportions
6. Innate qualities
7. Flowerlike water animal's
8. Untruth
9. Winglike
10. Fathers
11. Threatened
12. Flung
14. Cancel
17. Beaded with moisture
17. Beaded with moisture
20. Rhythmic heart actions
23. Scrimmage
25. Cocky walk
28. Pub game
30. Meaning
33. Puffs of wind
35. Pronouncement
37. Repletion
38. Old-fashioned
39. Glamorously foreign
40. Reading
42. Tiny field animals
43. Carried away property
43. Busy hen
43. Moslem princes
43. Foolish
43. Wyoming range
53. Grain storage structure
57. Room (Span.)
60. Knowledge
62. Damage

58. Catcher's glove
59. Antipathy
61. Light woven fabric
63. Visitor
64. Comforter
65. France's silk city
66. Webbed

A complete set of crossword puzzles has been prepared for your enjoyment by Alexander Field, the noted puzzle authority from New Rochelle, New York.

Puzzle solution on Page 28.



ACROSS

1. Flashy car trim
7. Fluid part of blood
12. Acting companies
13. More unctuous
15. Knights' headwear
16. Erudite
18. Carmine
19. Indigent
21. Deprive of by force (archaic)
22. Work of an artist
24. Clips
26. Barge
27. Rubbed clean
29. Companies of actors
31. Supplement
32. Places where birds build homes
- Ridged, as the edge of coins
- Money held for another (2 wds)
38. Railway terminals
41. External surfaces
45. Cutting tool
46. Play for time
48. School (Fr.)
49. Rocky crags
51. Easy goit
54. Personal cases
56. Serfs

MESSAGE FORM FILE 27

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SOLUTION TO CROSSWORD PUZZLE ON PAGE 27

ACROSS	DOWN
1. Chrome	1. Creepie
7. Plasm	2. Holdups
12. Troupes	3. Rum
13. Oilier	4. Open
15. Helmets	5. Metes
16. Learned	6. Essences
18. Red	7. Polyyps
21. Needy	8. Lie
21. Reave	9. Alar
22. Opus	10. Sires
24. Ships	11. Menaced
26. Scow	12. Thrown
27. Wiped	14. Revoke
29. Casts	17. Dewed
31. Eke	20. Diastoles
32. Nestages	23. Setto
34. Reeded	25. Strut
36. Trustfund (Trust fund)	28. Darts
38. Depots	30. Sense
41. Outsides	33. Gusts
45. Axe	35. Edict
46. Stall	37. Fullness
48. Ecole	38. Dated
49. Tors	39. Exotic
51. Smelt	40. Perusal
53. Trot	42. Dormice
54. Etuis	43. Eloined
56. Esnes	44. Setter
58. Mit	47. Amecers
59. Dislike	50. Silly
61. Etamine	52. Teton
63. Caller	55. Silo
64. Solacer	57. Sala
65. Lyons	60. Ken
66. Snared	62. Mar

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MUSIC with MAUREEN . . .

I hope everyone likes our sunny Florida weather. Many people have inquired as to whether out-of-town long-plays could be obtained. I'm sure you could get quite a few at the Classification Record Shop, New York 19, N.Y.

Have You Heard . . .

Before the tragic deaths of Tommy and Jimmy Dorsey last year, they had recorded scores of sides with the Dorsey Brothers' Band. Columbia records have bought these sides and have now released twenty-four of the sides in a twin-set LP album. The record is called *The Fabulous Dorseys in Hi-Fi . . . Gems Forever*, Manto-

vani's latest, contains very similar material to that in his latest film-music LP, *Films Encores*, and is highly relaxing. . . . *The Flying Platters Around the World* contains the smash hit, "Twilight Time," done in the Platters' own inimitable style; it is just marvellous. . . . *Johnny's Greatest Hits*, the very good Mr. Mathis's latest, is just wonderful. It contains all his recent hits, like: "It's Not For Me to

climb rapidly, and is next-door to a million already; *Dance Only With Me*, from the new Broadway hit, "Say, Darling," is backed with a very cute one, *Kewpie Doll*. . . . Remember *Love Is Strange*, with Mickey and Sylvia? Well, they are trying for another hit, and their latest single is called *Rock and Stroll Boom*, backed with *Bewildered*. . . . Do any of you remember *Abba Dabba Dabba*? There is another song out with very few words, and what words there are certainly don't make sense; it's called *Witch Doctor*, and is cute.

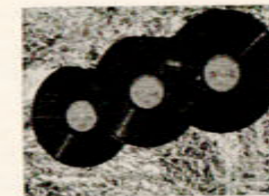
We were sorry to hear of the passing of Chuck Willis, a great singer and songwriter. I'm sure he will be sadly missed.

Well, that's all for this month. I'll be seeing you.

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Say," "Chances Are," "All the Time," "Twelfth of Never," and so on. . . . *This Is Sinatra*, Frank's latest LP, is very good, with such songs as: "Put Your Dreams Away for Another Day," "Hey, Jealous Lover," "If You Are But a Dream," "Half as Lovely," etc.

Popular Singles

Leading the list of the "best in pops" is the Everly Brothers' latest, *All I have to Do Is Dream*, backed with a real rocker, *Claudette*. . . . The Platter's *Twilight Time* was quite a fast climber; in three weeks it hit number one. . . . Perry Como's next golden record has started to

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HOW TO TAKE BETTER PICTURES!

Photography is Canada's most popular hobby. More than 75 percent of Canadian families have a camera in their home. Picture-taking is fun, and in recent years because of the amazing camera improvements and simplification, it is easy for even the beginner to take really excellent pictures with the simplest camera.

But the amateur needs and appreciates guidance as to "what" to snap and "where" and "how"—little hints on composition and subject selection that lend a professional appearance to the finished product.

VOXAIR intends to print a considerable number of articles on photography to assist the amateur. The articles and pictures have been obtained from the Publicity and Public Relations Dept. of the Baker Advertising Agency in Toronto.

HOW TO CHOOSE THE RIGHT FILM

ANYONE who has ever watched a carpenter at work knows that he has a special tool for every different job he attempts. If he is driving a small tack into wood, he uses a light-weight hammer. He does not try to pound it in with a heavy hammer made for big nails.

Photography has special "tools" for special jobs, too. For example, there is a special type camera designed for studio and portrait photography. There is another type camera made specifically for use by amateur photographers. These cameras are light-weight and easy to use with simplified exposure and aperture settings.



All photos in this series courtesy the Baker Advertising Agency, Toronto.

For a picture like this you would choose your film according to your camera. Very fast film is indicated for instantaneous exposure with a simple camera. A medium-speed film would be appropriate for the camera with larger lens openings.

In the field of photographic film, however, specialization is even more important. Films may look alike to the untrained eye and the boxes they are packaged in may all look the same, but the emulsions of each are especially designed to do different photographic jobs.

Choosing a film for good pictures should be more than a matter of buying a film because a friend likes it or because the name sounds interesting. Films should be selected for the type of picture the photographer wants to take.

There are, for instance, very very fast films on the market designed especially to give good results when exposed in existing light or indoors without benefit of added illumination. These high-speed films are moderate grained which means that enlargements and prints made from them are of good quality and sharpness. They are normally used, however, only when very fast film speeds are required.

Then there are the moderately slow films designed for the serious picture taker who has a camera equipped with a fine lens and wants to get the utmost quality in his pictures. These are extra-thin emulsion films. Most of them are panchromatic for better color translation into a black-and-white tonal scale and because of their extremely fine grain are perfectly suited to excellent enlargements. Sharpness of pictures taken on this type film is another asset to the serious picture taker.

But amateur photographers who are interested in getting good informal pictures under average lighting conditions must often choose a medium speed panchromatic film which combines the best features of both slow and fast emulsions. This gives sharp clarity, penetration into shadows and wide range of exposure latitude. Such panchromatic films are adaptable to most amateur cameras and give excellent results with or without synchronized flash,



Appealing pictures such as this can be made with a Panchromatic Film and a short time exposure.

whether the day is sunny, cloudy or rainy. Indoor photography is simple with an extra-fast panchromatic film of this type, too. An example of such panchromatic films designed for amateur picture-takers is the new Verichrome Pan roll film made by Kodak.

These three types of film, perhaps the most commonly used by amateur photographers, are but a few of the many types of film manufactured and developed each year to suit the needs of photographers under many varying photographic conditions and to give a variety of picture results.

Aside from the results a film gives, film selection should also be based on available sizes to fit cameras. Some cameras are designed for film pack while other cameras are made to take sheet film. Roll film cameras come in sizes, too, but many of the roll films of today are available in different sizes to fit most cameras.

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'DRY DOCK' FOR THE MODERN AIRLINER

Special maintenance docks for large commercial airliners are becoming as commonplace today as the dry-dock used for sea-going vessels. Typical of these aircraft docks is the one built for the Britannia fleet at British Overseas Airways Corporation's Head Maintenance base at London Airport—one of the most modern installations in the world.

This Britannia dock, which fills a section of a vast hangar, consists of a superstructure of platforms, gantries and overhead cranes, equipped with such devices as its own supply of electricity, chlorinated water, high and low pressure air, and hydraulic fluid, not to mention an intercom system with 12 telephones at key points on the "dock-side."

Object of the dry-dock is to enable the maintenance teams to do their job as quickly and efficiently as possible, affording substantial cuts in time spent on the ground. This reduction in ground time is enabling operators to increase their annual utilization, thus taking full advantage of the tremendous work capacity of aeroplanes like the Britannia.

The aircraft is reversed into the dock, and flaps in the main structure of the dock are lowered in

front of the main undercarriage and nose wheel so that the aircraft is then completely surrounded by a platform at a convenient working height. An "upper deck" runs above the wings and round the back of the fin. Two further platforms, above the rear of the second tier, give access to all parts of the fin and rudder. Steps placed at convenient positions interconnect the various levels of the dock and allow maintenance engineers to move about freely.

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The young man filing out ahead of me after the matinee of *Macbeth* was a high-school English teacher and, I gathered from their conversation, the half-dozen boys and girls with him were in his class. As we reached the sidewalk, an attractive redhead accosted the young man, asked him for a match and

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then engaged him in conversation. His students stood in a little knot by the curb, obviously disapproving. With a sudden air of decision, the prettiest of the girls went over and interrupted the tête-à-tête.

"Daddy," she broke in, "the taxi is waiting."

—Contributed by Jenifer Gray

COMMANDING OFFICER OBSERVES H-TESTS

Winnipeg, Man.—A Winnipeg Air Force Officer is one of the official Canadian Observers at the current Nuclear Tests conducted by the United States at Eniwetok, in the Pacific.

Group Captain G. F. Jacobsen, DSC, CD, Commanding Officer of RCAF Station Winnipeg, is the first Officer from this area to be appointed as an observer at any of the tests.

Born in Winnipeg, Group Captain Jacobsen served with Bomber Command during the 2nd World War and held the position of Squadron and Group Navigation Officer. He has since served on the staff of Air Force Headquarters and Supreme Headquarters Allied Powers in Europe (SHAPE).

He has been Commanding Officer of Station Winnipeg since July, 1955.

TARMAC TALES
WO2 J. B. REARDEN

Seven, that lucky number finally makes its appearance on this our seventh edition of Tarmac Tales. With this issue we bring this series to a close under the present management and move on to better things under the sharp eagle eye of Cpl. "Tom" Prodnuk who has promised to keep you informed of all the news and nonsense throughout Servicing Squadron.

Since our last epistle we the inhabitants of number 2 hangar have suddenly become the new neighbours of Dakota Servicing. Yes Expeditor Servicing has been on the move again and we now find them safely domiciled in number 10 hangar. Restless little bunch, aren't we? Sgt. Buck is making all our equipment portable this time just in case.

Along with our move has come some changes in personnel and we welcome Cpl. Green and Cpl. Merriam along with LAC Whitney to the organization.

The hangar now comes under the capable management of FS "Bob" Hawes who has taken over from yours truly. We wish him the best of luck in his new assignment and hope he enjoys his stay in Expeditor Servicing as much as the writer. We bid fond farewell to the newly promoted Sgt. Topp who has moved to Dakota Servicing, our loss is their gain, we wish him well in his new job.

Our spies tell us that LAC Sopher is negotiating to have his private mountain moved. He has just moved into the new PMQ area and has a small hill where his clothes line should be. No wonder he looks so tired these days climbing mountains to put out the family wash.

LAC Lissell has been forced to become re-acquainted with the bus system lately as some kind soul took the liberty of purloining his keys the other morning. We hope he will soon get it back again.

The boys in No. 4 hangar take a big pride in their section parties and their last party was no exception. A note of thanks is hereby tendered to all those concerned making this party a huge success.

Entertainment was supplied by that versatile clown of Jesters, Mr. Bink Barker, very ably assisted by FS Fisher-Smith in one act. for which we understand our FS received a long play recording of waltzes. A good show! The Servicing Trio, consisting of Sgt. Siford and LAC's Hardy and Fogarty, gave an outstanding performance in their rendition of "Sweet-Sweet-Sweetie," ably assisted by Mr. Barker. The music was supplied by Mr. Dave Corry and his fabulous Hi-Fi; all in all a good evening was enjoyed by everyone.

New arrivals in No. 4 hangar are Sgt. Petraitis who came to them from Dakota Servicing. They have big things in mind for him which will be mentioned later. Sgt. Petraitis replaces Sgt. Kryschuk



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DREAM UP
some SUGGESTIONS!

who was lost to Dakota Servicing. Cpl. Brown is a new arrival who comes fresh from the Research Section, not too much probing please, but best wishes on a fruitful and enjoyable stay. Another new arrival fresh from Camp Borden is AC1 Lafleur whom we welcome into the gang.

It looks like the good weather is really here to stay and the summer sports are again in our minds, baseball and horseshoes seem most prominent. Last year we had a Servicing Squadron Horseshoe Tournament. No. 4 hangar were the winners. This year we are hoping for the same tournament except that now that we have one of the Station champs (Sgt. Petraitis) we are after the championship, so No. 10 hangar look to your laurels.

LAC Barker has returned to the hangar after a short stay in hos-

pital and we hope he feels up to snuff and ready to go-go-go.

LAC Audit is just bursting with new knowledge acquired at T.A. and we wish him and all the rest of the gang the best of luck on the Trade Tests.

Dakota Servicing are now housed solely in No. 11 hangar and are fair bursting at the seams. Where oh where to put all the Dakotas is the big question these days, but we feel sure FS Barlow and FS Dixon have an ace or two up their sleeves and all will be well (i.e. leave them spread around the country at places such as The Pas).

We are sorry to lose Sgt. Eric Bagnall on his transfer to El Arish, Egypt, but we wish him all the best and feel sure he will enjoy his stay in the Near East.

We received a card the other day from Sgt. Bill Smith who retired a short time ago. He is enjoying the climate of sunny California and sends greetings to all his many friends in Servicing.

Congratulations are in order to a couple of our men and their wives, namely LAC and Mrs. McMahon, the proud parents of a baby girl, and also LAC and Mrs. Wyman, the proud parents of a son.

New faces to be seen around Dakota Servicing are Sgts. Topp, High and Kryschuk along with Cpls. Brown and Robinson. We welcome them all to No. 11 hangar and feel sure their stay will be a pleasant one.

The group 4 exams will soon be upon us and you will be seeing many of the Senior NCO's hiding out in a quiet corner with a large stack of books near by. We wish them all success in their endeavours and please keep plugging, fellows.

May I express my thanks to all those good fellows who have kept me supplied with the gen about Servicing Squadron. Without their help this monthly epistle would have been a real chore to complete, but it has been a pleasure and I would ask that you continue the good work on behalf of my successor, Cpl. "Tom" Prodnuk, who I know will appreciate your cooperation.

EDUCATION EDICTS

(Continued from page 20)

hundred personnel are divided into two weeks of classes and an overall specialty review of two days for each aircraft specialty being written.

The task of setting up and supervising trade examinations is also carried out under the guidance of the SEdo.

Primary duties thus covered, we have a fair list of secondary duties that always seem to crop up, such as the amending of Multi QR (Air), CAP 488, CAP 460 and CAP 90 in the Station Library. Last but not least, all the instructors are licensed projectionists and handle Current Affairs films and Safety films whenever required.

There are always a few airmen in each trade class who require that extra bit of personal coaching and supervising. Under the guidance of the AF and AE instructors these students are taken aside and given the extra tutoring required.

A last reminder to those candidates writing Airman's Qualifying Examinations:

Flight Sergeant—29 May '58.

Corporals—28 May '58.

Take one last look at those QR (Air)s and AFOs.

X-15

(Continued from page 12)

where it will be moving at great speed. Since the rare atmosphere up there will not support combustion, there can be no explosions. At the same time, however, the X-15 can burn itself up to a cinder if mishandled on re-entry or during flight at lower altitudes. Exceeding the plane's calculated safety limits could cause its burning up or breaking up.

In the unforeseen event of the latter, either at high or low altitudes, the entire cockpit will become the pilot's "escape capsule," in which he will ride down to a safe ejection altitude. The cockpit's insulation will protect him from the scorching heat of extreme speed, and should the cabin lose its pressure, a tailor-made "space suit" will preserve his normal atmospheric pressure and environment.

The flight will be short. Most of the way the ship will coast after the rocket engine has exhausted its fuel. Phantom-like, the X-15 will reach its great speed and altitude with awesome silence, an ingenious tube of hot metal carrying a man on an historic mission.

M.E. SECTION NEWS

Once again it is deadline time and I am still working on my copy. Here we are though, with a few more lines on our section and the people in it.

Congratulations first to our two new Corporals—George Lesage and Robbie Roberts. Two very deserving men indeed, even if they are recruits we hope it won't take long till your next promotion.

In the Stork department, bouquets to LAC and Mrs. Joe Nagel, who are the proud parents of a new baby girl; she arrived on the 12th of April, around the sleeping hour of 4 a.m.

With the warmer weather here again, more and more cars are on the road; we are all inclined to speed it up a little, also with the warmer weather, we see more children out with one thought in mind—have fun, never a thought of the more tedious things, such as, speeding cars and busy streets. These things could lead to sorrow and regret. Let's all make a little more effort and keep those little smiling faces smiling, not a memory. Whyte-wold road is a good example—that paved street is a real attraction to the children.

Watch for bigger things from our section for Air Force Day, and remember, you read it here first.

Have fun on your vacation, but slow down, take it easy, and come back and tell us about it.

—N. GANGE, Cpl.

111 COMMUNICATIONS AND RESCUE

This month in our wanderings around 3 Hangar, we travel to the northeast corner of the hangar and visit the I & E Section.

The genial boss-man of this section is FS D. L. Dygert who, without further adieu, must be congratulated on his recent promotion. The second i/c of the section is Sgt. R. J. Demers, and the remainder of this section comprises a well-knit group of junior NCO's and AC's who, through their endeavors, show a good liking for the work that they do.

The primary tasks of the I & E Section are the maintenance of the instrument and electrical components of 111 C & R aircraft and Transient aircraft. Life starts with the early shift (LAC Carroll) checking the serviceability of the

Energizers and APU, while the rest of the shift work with servicing: towing, gassing and seeing to the departure of outgoing aircraft. The repair side of the I & E Section starts their daily tasks of inspections, modifications and general aircraft repairs. Now to give you a general picture of a few of the lads of this section:

LAC GIRARD, a relative newcomer to 111 C & R, is the "instrument shop man," who calibrates the instruments and prepares them for installation in the aircraft.

Cpl. E. R. Fortney, the "stores man," is busy checking to see who gave a starter to a visiting aircraft without an E42. As Ed says, "Such a headache I've got! What a job."

Cpl. Materi, the "Instrument junior boss-man," allots the work to his technicians and keeps the work rolling.

Our EO Librarian, Cpl. E. J. Richards, often wonders whether he should start now or wait until after coffee. Life gets tedious, don't it.

The section, on a whole, are a good bunch of sports, and their activities prove it. The section bowlers ended the season as the top bowlers of the year, and then the I & E (16 Hangar) beat them out by 61 pins. The motto of the I & E Section now is, "We'll break their throwing arm at the beginning of the season next year." All joking aside, the captain of the bowling team, LAC Dave Oakley, would like to extend congratulations to the winning team.

Just as it was predicted, Cpl. L. E. Brown and his crew were out raking the lawn, digging his beloved flower beds and putting up the fence.

It can be truly said that the I & E Section is a proud section, and harmony is the by-word from their Flight Sergeant down to the Aircraftmen.

Before closing for this month I would like to extend well-deserved congratulations to those who were recently promoted. Congratulations to WO2 W. J. Jameson, FS D. L. Dygert, Sgt. D. J. Davey and Cpl. E. Copeland.

3 COMM UNIT HIGHLIGHTS

During April the OC 3 CU was again hospitalized, and F/O "Don" Lambert filled the breach on an exchange basis for two weeks.

Don's background is a long one in communications and he renewed many old acquaintances during his short stay.

One promotion that was overlooked in the April *Voxair* edition was that of Sgt. J. A. Sutherby. He came directly to 3CU from a six-month sojourn at Alert. Says he's happy to see the bright lights again after all the darkness. (Note for the single gals—"Suds" is a very eligible bachelor.)

WO2 G. Prill and FS Ken Livingstone paid their fair unit a tech-

nical audit visit from CCHQ. Result—a big scramble by inventory holders to put all in order.

Congratulations are in order for Miss "Dee" Chappelle who recently acquired a "diamond" for that third finger, left hand, from LAC "Dusty" Nice.

The warm weather brought out the "sporting" instinct in many enthusiasts who are making like "Ben Hogan." It's rumoured some of the "duffers" are shooting in the high 70's (for 9 holes, that is).

—Sgt. G. J. Gray,

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ROY	15	22	37
WEIR	12	21	33
TUCKER	15	14	29
LYNCH	10	19	29
KING	13	11	24
JOHNSON	9	14	23
MEYER	6	13	19
SMITH	4	14	18
MINTY	5	13	18
CAMPBELL	4	10	14
STEFIUK	1	6	7
BISHOP	3	2	5
JONES	2	2	4
GRONDIN	1	3	4
BANTLE	0	1	1
OTHERS	3	8	11
	125	198	323

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5703
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5705 (AI)

Rear Row, left to right: F/O J. Payne, F/O G. P. Maguire, F/O L. E. Sturch, F/O G. R. Kritsch, F/O Buckler, F/O D. Hogan, G. M. Spencer, F/O R. V. Weldon.
Front Row, left to right: W. A. Laing, F/O Anderson, F/O R. E. Falck, F/O K. D. Tyler, F/O J. O. Ruckpaul, F/O D. J. Kellsey, F/O H. A. Hamilton.

5703 (NAV)

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