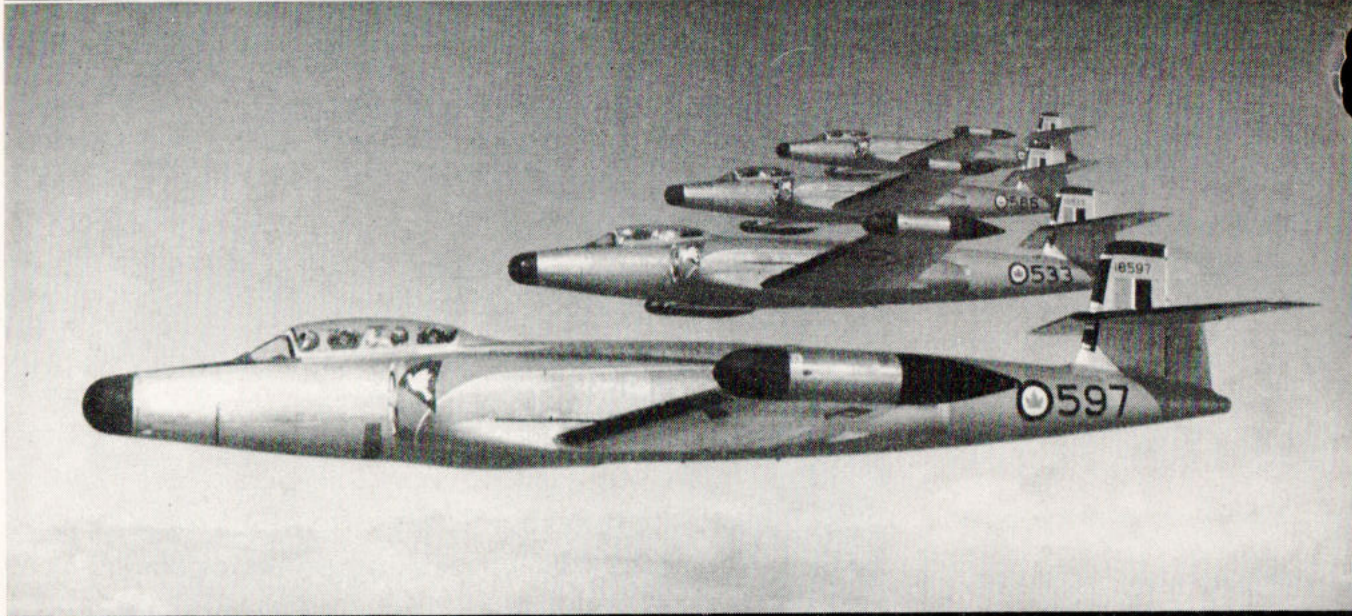


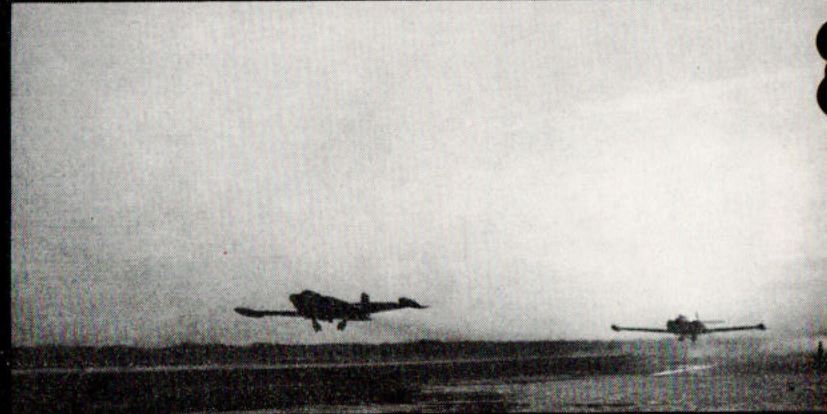
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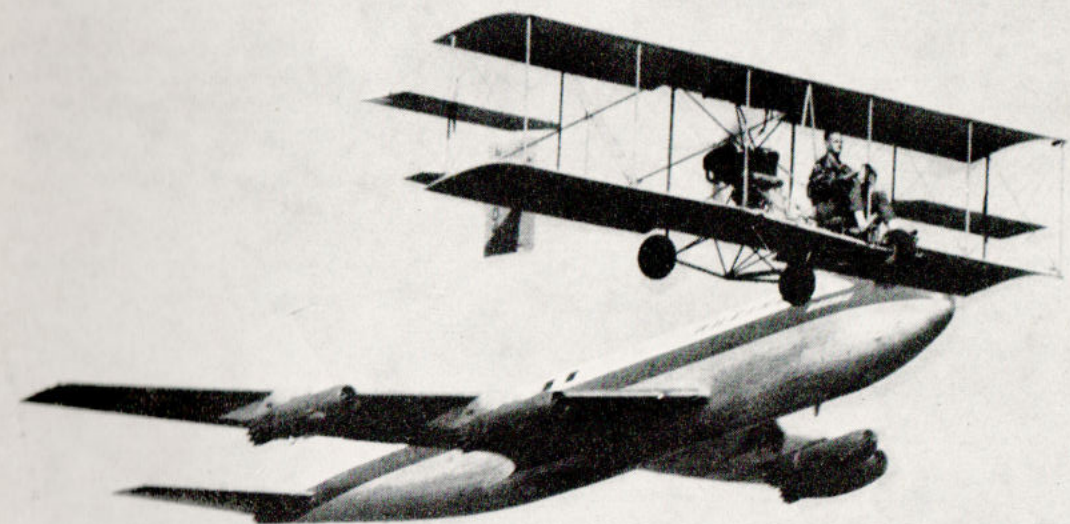
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AN AIRFORCE NEWSMAGAZINE

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MARCH 1958

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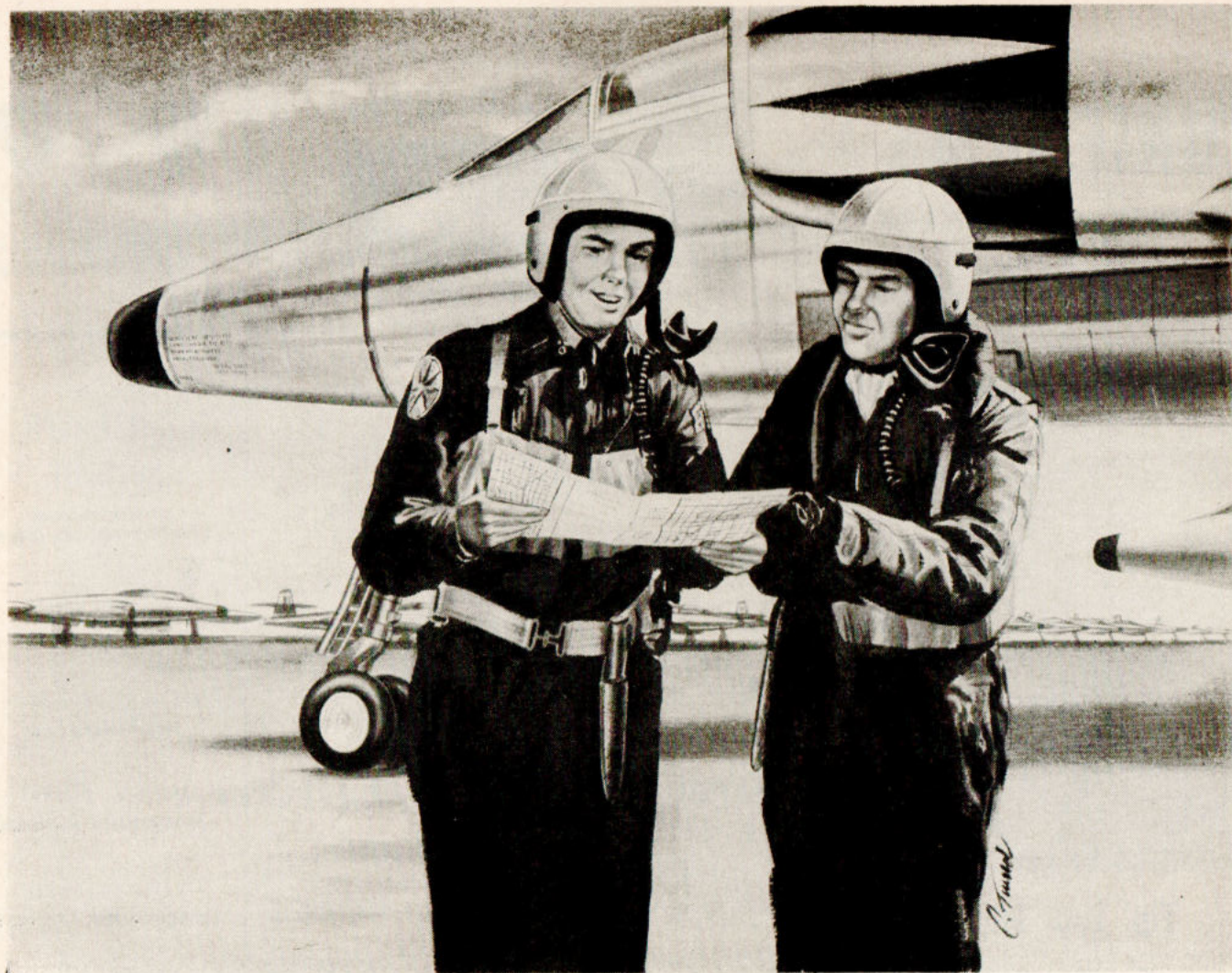
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LETTERS TO THE EDITOR

AN OPEN LETTER TO F/O HARVEY

I feel I must comment on F/O Harvey's write-up of 111 C&R Flight in the last issue of *Voxair*.

Your article did bring to light the task of 111 C&R for which the whole staff is very grateful, but I'm afraid there was some slightly misguiding information for those not quite so familiar with Aircraft Servicing.

You stated that 111 C&R Flight has a staff of 141: 14 pilots, 3 Navs, 3 Radio Officers, 7 Crewmen, 5 Para Rescue and 3 Para Medics. You later said, "The 7 crewmen were responsible for the serviceability of the aircraft on the ground and in the air." Surely, F/O Harvey, you realize that that was a rather rash statement to make. The way you put it, the other 106 men are doing office work or other various jobs. No. I'm sure other groundcrew members realize the authenticity of that statement.

The "Crewmen" are important members of 111 C&R, but without the "groundcrew" they would be out of a job; the "groundcrew" who, I must point out, do nearly all of the aircraft servicing. Furthermore, the crewmen are changed from time to time so that everyone will have the experience of working on the "hangar floor" as well as the glory you gave them.

We are all small cogs in a big wheel which turns for a self-rewarding purpose.

Yours truly,

One Small Cog
LAC J. Lewis—
111 C&R Flight

► I hasten to express complete agreement with "Small Cog," and assure him and his 105 co-workers that coverage of their share of 111 C&R's operations was not omitted due to any desire to minimize their importance, but through error on the part of the writer. Sorry!

F/O MAURICE HARVEY



EDITORIAL CORNER

The Vote — Your Heritage

It is General Election time again in Canada, and for the last few weeks all the features of this well-known institution have occupied the forefront of our affairs. From coast to coast the plans and platforms have been expounded. The Press, Radio and Television have been filled with political news and discussion and the voice of the politician is heard in our land. Meanwhile the man with the last word, Mr. Average Voter, has gone about his daily business listening, measuring, sometimes interested, sometimes indifferent, pretty well taking the whole thing for granted.

In a way this is a symptom of political maturity for we have long since passed the point where a Free Election was a new and exciting idea. But it is well to remember that the road that led to this happy state of affairs was a long and hard one, winding back through the mists of history all the way from Athens, through Runnymede Field to Westminster, and Ottawa. The energy and blood of many good men went towards giving Mr. Average Voter his right to get in his two cents' worth on Election Day.

Libraries have been filled with Man's oft-changing definitions of the ideal society, ranging from Plato to the crammed volumes of Marx and Hitler and Stalin. There have been earnest volumes too, attempting to define our own way of life. But cutting through all the complicated theory and philosophy is the sharpest and simplest symbol of all—the Vote—*The Free Vote*—which in all its simplicity represents the high-water mark of Man's political evolution.

The vote is not popular with some of the theoreticians, for it means the submission of the theory, at regular intervals, to the will of the people. And if the people want no part of the theory they will discard it.

The Vote therefore simplifies many political questions. A political system which submits to the free vote cannot be other than a free system. If it will not so submit, it is tyranny.

The Vote is your guarantee of political freedom. It gives you the power to retain what you think is good, or to replace that which you think is bad. It gives you the power to rule without tyranny, to arrange without revolution, to support without lapsing into serfdom. Your vote is the most important single feature of your life. *Use it!*

COVER STORY

Here's a contrast of this year and yesteryear as the Boeing 707 prototype jet transport streaks past an ancient Curtiss pusher plane of 1912 vintage. The pusher, piloted by Pete Bowers, Boeing flight test engineer, who hobbies in old aircraft, was near its top speed of 60 miles per hour as the picture was taken, with the 707 obligingly "posing" at a sedate 180 mph. Normal cruising speed for the sleek jet is 600 mph. The picture-taking, of course, was pre-arranged. As the 707 came into sight for a low pass over Boeing Field in Seattle, Bowers took off with a photographer-loaded car keeping pace below. The camera shutters clicked as the 707 flashed past.

—Boeing Airplane Company Photo.



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the
April
Philosopher



"Carry those blank R211's for you, Sarge?"

By RON BAYNES

"WHY, hello Joe!—glad you dropped in—and Joe— Congratulations. Nice going, Old Man. Beautiful weather for the first of April, isn't it. Party?—no, I'm not planning a party. Fact is, I laid these eleven cases of beer in last week because what with promotion day coming up I wanted to be able to entertain the boys who got theirs—Ha! No, I didn't expect anything myself—seriously, I mean. Well, you know how promotion is these days. Can't be helped. Without seniority you're just not in, that's all. And I haven't got too much seniority. We can't all be promoted. I understand that. I realize that. I accept that. Yes. Have another?—Yes, Joe, you gotta be philosophical—like Gandhi. I don't bear any grudge whatsoever against those—those—people who got the nod. Why, only last week I was saying to someone, 'I don't expect anything on this board. Not me. No, sir.'" So I wasn't surprised or disappointed or bitter or anything when I phoned in this morning and heard the news. I am delighted to see the guys making progress. I'm so delighted, I can hardly see straight. Funny though—(heh, heh)—when you stop to figure things out, really figure them I mean. Take old Smurch. Wonderful guy, Smurch. Strong-willed, purposeful, outstanding, popular, loveable old smurch. I have the greatest respect for Smurch. I want you to know I wouldn't hear a word said against Smurch in my presence. Have another?—Remember that jam he got into back in '47 at Manning?—You remember that, Joe. Yes, I know it doesn't show in his records, but you'd have thought it would have held him up somewhat. That, and the fact that he's made some pretty wild blunders on the job. But you got to hand it to him. He overcame all that. He was in pretty thick with *The People Who Count*. Pretty thick. That helps. Brother, that helps.

Now, if I had wanted to apple-polish, kow-tow, and be slightly cut-throat in my tactics—who knows?—No, I'm not insinuating anything about old Smurch. But you can't help thinking, can you Joe?

"Anyway, ol' pal, I always maintain it's better to be able to live with yourself than to sacrifice all principles just to get promoted. I don't mind though. I don't bear any grudge—not against that cockeyed promotion board or against the boys that gots theirs. Because I didn't expect anything. Of course, we all know that none of those guys have TOO much on the ball, but what I says is, more power to them. Let them have their chance. I'm not bitter. Have another?—drink up, man—Glad you made it though. Terribly, terribly glad. I'm not surprised either. I know you would make it buddy. I watched you,—I knew. You played it right. You played it smart. Come on, Joe, don't be bashful with me; we're friends. Sure—you were after them, friend. You were gunning. Of course, I imagine some people thought it was downright revolting, the lengths you went to, but I want you to know that I understand. You can't blame a man for wanting to get ahead. A guy is entitled to use any means at his command, fair or foul, to win. Sure, Joe, I understand. That's life. Nice going. Congratulations. Well, here comes the wife. No, I don't know what she looks annoyed about—certainly didn't give her any reason to expect—Excuse me minute. What say, dear?—what about my uniform—well, for heaven's sake, of course you can speak in fronna Joe. Joe's my good friend—aintcha Joe. Oh. Yes, you can unsew them. No, don't throw them out. May need them next April. Hey, where do you think you're going, Joe?—to the promotion party?—Hold it!—I'm coming. I've got five or six other guys I gotta congratulate."



After 28 years, 14,000 hours and a legendary career in the air, George Phillips' heart clipped his wings.

by MAURICE GILES

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Algonquin's

GROUNDDED EAGLE

THE animals in Algonquin Park, 200 miles north of Toronto, are known for their tolerance of the humans who invade their 2,750-square-mile domain. They have even become accustomed to an elderly but robust man who rises about 5.30 a.m., summer and winter, and runs with determination along the park road.

George Phillips, the hearty and craggy-faced 64-year-old superintendent of Algonquin since 1944, has

been keeping in top physical shape all his life. Since 1955, however, he has had an additional reason for doing so: he wants to show medical science how wrong it can be when it pays too much attention to a machine and too little to the subject being tested.

Two years ago, due to an abnormal electrocardiogram, the Department of Transport withdrew Phillips' pilot's licence. It was a bitter blow to Phillips and the end of a flying career—he has spent



In 1931, 771 hours on mercy flights and fighting fires won Phillips the McKee trophy for an "outstanding contribution in aviation."

14,000 hours aloft since 1927—which has made him a bush-pilot legend—ranging the north country with eyes sharp enough to tell a camper from a poacher at two thousand feet, landing a float-plane on lakes most other pilots considered inaccessible in order to pick up a hospital case, or doing acrobatics the plane manufacturers didn't know were possible. Like a captive eagle, he is still fighting, trying to convince the Department of Transport that to ground a pilot on the strength of an electrocardiogram alone is not only unfair but foolish.

To a DOT official he wrote: "There have been as many known crashes caused by pilots choking on their false teeth as from heart attacks. Yet, all pilots with false teeth aren't grounded."

Phillips' adventures started early in World War I when he joined the fighting in France as a machine gunner, became regimental boxing champion, was a casualty of mustard gas, became a corporal and then lieutenant, was mentioned in despatches and, after 8 months in the trenches, applied for transfer to the Royal Air Force "to get out of the mud."

He became part of an international corps called the Independent Air Force, whose sole purpose was to retaliate for German bombings of London. Their first assignment was to bomb Berlin but while still organizing in France the war ended. Phillips had put in 60 air hours training as an observer and arrived back home at his father's farm at Laurel,

near Orangeville, Ont., still without having learned to fly. "They told me then and they've been telling me ever since—that's about 40 years—that I'm too old to fly," he says with a snort.

In 1921 he became a charter member of the Canadian Air Force and has what is believed to be the only CAF observer wing. In the spring of 1924 he heard that Ontario was forming a flying service so he applied for a job as pilot. Again being "too old" at 30, he was hired as an observer. Four years later, however, he was sent to Camp Borden and earned his commercial license after less than 10 hours solo.

Soon after he was chosen for one of his oddest jobs: flying in circles over North Toronto to determine the endurance of a Gypsy Moth. The answer was a sad one because it proved that Lt.-Cmdr. H. C. MacDonald, who had taken off from Harbour Grace, Nfld., two days previously in an attempt to fly solo to England, could not have kept his Moth aloft more than 25 hours. These were still the brave, early days of flying and Lindbergh's 1927 flight from New York to Paris was still a miracle.

He became superintendent of eastern flying operations of Ontario's Provincial Air Service and, in 1931, because of his service in mercy flights and fighting fires, he was awarded the McKee Trophy, given annually through the Minister of National Defence for outstanding contributions to aviation in Canada. That year was a bad one for fires in the



A charter member of the Canadian Air Force, he owns a CAF observer wing believed to be the only one in existence

Probably his most spectacular rescue mission was in 1937 when he and another Ontario pilot, Joe Heaven, flew single-engined flying boats to Nova Scotia, carrying rescue equipment to Moose River where one man had been killed and two others trapped underground for several days. They took off from an ice-filled river at the Sault and, although equipped with floats, flew straight across Maine in snow and fog to save time.

On August 31, 1939—a few days before the outbreak of war—Phillips volunteered his services to the RCAF, was accepted and became an instructor at Camp Borden, Ont. One of his most prized trophies is a letter written from a New York hotel in March, 1942. It reads: "Dear Pop: We whose signatures appear on the attached sheets wish to express our appreciation of your efforts on our behalf and the comradeship you have shared with us during our course. We all consider you a fine officer and a thorough gentleman and are proud to be able to say we were trained under you. The Australian and New Zealand fliers." There followed the signatures of 26 pilots.

After about two and a half years at Borden, Phillips became restless and secured a posting ferrying planes across the Atlantic. His first flight was ill-fated. In October, 1942, he started the hop from West Palm Beach in a Hudson bomber, carrying a navigator and wireless operator. The route was through Trinidad, Georgetown, Belem, Natal and Ascension Island, then to Accra on the Gold Coast.

On the final leg the radio went dead, the navigation was off, and by the time they hit the African coast it was getting dark. They had been told that if they



Wolves in the Park are often shot from a plane; retrieved later

Sault district, where Phillips was stationed, and he flew 771 hours between May and October. In July alone he flew 202 hours, not a single day that month without at least one flight.

In fighting forest fires the ability to land and take off from tiny lakes in order to get firefighters to a blaze in its early stages, often means the difference between a spot fire quickly extinguished and one that spreads for miles before it can be controlled. Phillips habitually landed on lakes which pilots of smaller and slower planes shunned. His secret was in side-slipping. Even when it wasn't necessary, Phillips would land this way, and the practice made it easy for him to do it.

Bruce West, of the *Globe & Mail*, once wrote in his column after a flip with Phillips: "There are some who claim that George could get an airplane in and out of a medium-sized tub of water. Personally, we think this is an overstatement. It strikes us that Phillips would really require quite a large-sized tub of water if the wind didn't happen to be blowing in just the right direction."

To better fight fires from the air, Phillips invented a rotating tank for each float which is filled by a water scoop as a plane is taxiing on a lake, and allows a pilot to dump 80 gallons at once on a blaze instead of perhaps 20 water bombs containing five gallons apiece which must be scattered singly.

By 1934, when he was appointed district forester in the Ontario Department of Lands and Forests with headquarters at the Sault, he was Canada's best-known bush pilot. Many a trapper, vacationer and ranger owes his life to Phillips' readiness to pop off and bring in a hospital case. On one occasion a critically ill woman was marooned on Cockburn Island at the north end of Lake Huron because the ice in parts was not thick enough to take the weight of a man. Just when hope was dying, Phillips roared in like an angel of mercy on a ski-equipped plane, seeming to charm the ice into holding the plane long enough to find out where she was. He chose a nearby field and then whisked her away to civilization and a doctor.

were going to land at Accra after dusk they would have to give a half-hour warning by radio or run the risk of being shot down. Phillips decided the risk was too great and flew down the coast until he spotted an unlit strip at Cottonou in French West Africa. He started to set the plane down and too late discovered the runway was booby-trapped with steel rails. With a skill developed by dodging rocks and snags in Northern Ontario lakes, he guided the big Hudson through the rails. Both tires flew off and the plane slithered to a stop on her belly, relatively intact. The crew was promptly interned by the Vichy French forces.

Phillips became commandant of a POW camp and maintained a continuous stream of vituperation against his captors, supplementing his high school French with slogans like: "Down with Hitler! Petain good old man. Laval modit fou!" After Phillips and his crew had been interned 10 weeks, the Allies took Casablanca and all prisoners in French African territory were released.

When they got home Phillips' navigator, William G. Campbell, of Port Elgin, Ont., told reporters: "He could fly a washtub with a motor on it. How he ever got down without killing us I'll never know. And never for a minute did he give up the idea of escape." Later the *Sault Daily Star* commented: "His fighting spirit is an inspiration. On his return from Africa in one of the few addresses he ever made, he spoke sharply of the lack of spirit among prisoners-of-war and told of egging his companion prisoners into activity. His theory was that any action which caused the enemy grief was good for the Allies. 'If you can't think of anything better, push over their backhouses,' he stressed."

Following his African adventure, Phillips' final job of the war was an O.C. of an R.A.F. Transport Command unit at Natal, Brazil, and during this period he flew another plane across to Africa, this time without mishap. On his return he was placed on reserve and appointed superintendent of Algonquin Park.

His wartime trans-Atlantic adventures did nothing to diminish his zest for madcap flying. For instance, in 1952, a group of touring European air cadets were camped at Lake of Two Rivers in Algonquin Park where Phillips was to demonstrate the Beaver and take them up, a couple at a time. Before he arrived the cadet instructor gave a talk on Canada's famous bush-plane, pointing out that in the north they were equipped with floats instead of wheels and the cumbersome appendages made acrobatics impossible. Then Phillips zoomed in and put his float-equipped plane through a loop and a roll. As he watched, the instructor turned to his charges and added: "Floats make it impossible for most pilots to perform acrobatics!"

Good pilot that he is, Phillips has had his share of airborne mishaps. His first was at the Sault when he tried too close a spot-landing on a frozen lake in a ski-equipped Gypsy Moth. At low speed on a turn one wing dipped and when he put the nose down to straighten it out, he hit the lake. "I almost got screwed into the ice," he recalls. Ten stitches closed a gash over one eye, but otherwise he was undamaged. Caught in a snowstorm on another occa-



As park superintendent, George's duties vary from the supervision of student rangers or handling of tenants' problems to reconnaissance flights



Phillips passed on his love of flying to his two sons. Jack, shown with his father, is a squadron leader in the R.C.A.F..

sion he decided to land his plane on a lake which proved to be only 450 yards long. The skis sank into soft snow, one broke and the plane flipped up on its back. Phillips' safety strap broke and he was catapulted out in the snow, the plane coming to rest gently on his chest. He was unhurt but the plane had to be dismantled and shipped out by freight.

A few years ago he was taking off with a canoe lashed atop one of his floats, destined for a gang of firefighters in the bush. The front end of the canoe broke loose when he was about one thousand feet above the water, the canoe whirled sideways like a sail and two feet were sheared off by the whirling propeller. But he kept in the air long enough to circle the lake and come down for a safe landing, Phillips modestly says he was saved only by the extra straps on the canoe which his air engineer, Red McCrea, forced him to put on. On another take-off the cockpit seat broke and he rolled onto his back on the cabin floor, but managed to scramble back to the controls just as the plane was roaring off the water.

Such incidents seemed only to increase his love of the air and for the last few years his sole fear was that he would be grounded. So keeping in condition became a fetish. In the late fall, after an overnight snow, rangers have arrived at headquarters near Phillips' house to see his barefoot tracks in the snow leading down to his dock where he swims. Unless extremely bad weather prevents it, he pogs-trots "like a fox" both before breakfast and after supper. While he had his "ticket" his daily routine would include firespotting, hunting wolves with a rifle, planting fish, looking for lost planes or tourists, and giving "VIP's" a hawk's-eye view of the park.

Once he taxied in to a beach where a party of

youthful canoe campers were having a contest to see who could walk farthest on their hands, and Phillips threw himbly nimbly into a handstand and walked farther than any of them. In summer he would often land as a ranger's cabin, go for a swim, then take off again in his underwear and bare feet. Such unorthodox behavior has made him popular among newspapermen. One of them wrote: "George Phillips is the only one I ever knew who seems to use an aircraft in the same casual and confident manner that another man might use a bicycle. He seems to sort of hop on and off the plane and pedal around the park. Flying seems to come as natural to him as eating or walking." Which, if Phillips put his philosophy into words, would just about sum it up.

But, in spite of all his protests and keep-fit regimen Phillips does not expect to get his licence back. On August 17 he was 64 and, although he could wait until he is 70, he plans to retire on his 65th birthday. And what will the restless eagle do with his time? "I'm going to run and swim with my grandsons," he says—he has 11 grandchildren.

He has passed on his love of flying to his sons. Both are pilots and served in the war. Jack, who is 34, is now an RCAF squadron leader at Trenton, Ontario, and 33-year-old Alan is TCA supervisor of passenger services at Dorval. His daughter, Margaret, married another pilot, Bob Fowler, who is test pilot for De Havilland Aircraft at Toronto.

"Maybe I'll build a home on my 100-acre farm north of Orangeville and become a country squire," says Phillips. "But even if he does become as earthbound as this, his heart will be in the air—soaring somewhere over Algonquin Park."

CANADIAN JOINT STAFF – LONDON

By F/L J. E. DUKE PALMER

(Continued from last issue)

During the war the building was requisitioned by the British War Cabinet and saw use by Free French Forces and the British Women's Royal Army Corps, until 1950. Fortunately it escaped damage by bombing, but wartime tenants such as it had were none too appreciative of the furnishings. It bears little resemblance to the stately home it used to be, as a small man and an elderly lady who were passing it one day will testify. They expressed considerable interest in the present tenancy, and after being granted an inspection of the halls and rooms as they are now, they introduced themselves as members of the Sandeman family who had once owned the house in the days when carriages and horses provided the transport, and elegant parties were held in the room now used as a typing pool. A mark of the age in which the house was built is the stone mounting step at the front door. It now finds little use, since staff members don't come to work on horseback these days. In April 1955, an annex at 61 Ennismore Gardens, across the street from Moncorvo House, was opened.

During 1950 Canadian Joint Staff was busy planning for the arrival of 421 Fighter Squadron in England. This fine squadron arrived at Odiham in January of that year, and was to stay in England for almost twelve months as the first RCAF unit to return to the United Kingdom since wartime days. The squadron formed an integral part of an RAF Wing, flying its Vampires under Fighter Command. Not long after the Squadron had settled down in England, Canada accepted a plan to send an Air Division of twelve fighter Squadrons to Europe, as part of our NATO commitments, and with that things really



began to hum in Moncorvo House. Staff members did much of the work in selecting an airfield in the United Kingdom for No. 1 Fighter Wing and for the Air Materiel Base at Langar in Nottinghamshire. Locations as far afield as Northern Ireland were surveyed in liaison with the Royal Air Force. The logistics of the RCAF development in Europe were studied by members of the London staff since at that time there was no other agency to do this important work.

In June of 1951 Air Commodore Martin Costello, CBE, CD, took over from A/C Hurley as Air Member and representative of the RCAF in London. A/C Costello was on hand to see No. 1 Fighter Wing at North Luffenham handed over to the operational control of RAF Fighter Command on 15 November 1951, and laid the ground work with Air Ministry for the participation of 405 Maritime Squadron in operations from RAF Station St. Eval, Cornwall. CJS assisted in arranging RCAF participation in maritime exercises out of England for three years running. Another responsibility of the Air Member is the arrangement with Air Ministry and other training agencies for RCAF personnel to attend courses in the U.K. Liaison with the RAF is also conducted regard-

ing the exchange of RAF-RCAF officers. In August 1954, A/C Costello was replaced by A/C A. D. Ross, GC, CBE, CD, who returned to Canada in 1956 when new policy dictated that the Chairman in each case would also assume the duties of his service as Member. Hence at present Air Vice Marshal Smith fills two positions, Chairman of Canadian Joint Staff and Air Mem-

ber. At present there are about thirty officers working on Exchange duties with the Royal Air Force in the United Kingdom. Two officers are employed on "interchange" which is a new situation, in that officers are held on staff at CJS London, but work at Air Ministry without a counterpart exchange taking place in the Royal Air Force. Exchange officers work in almost all phases of RAF activity and provide a very useful liaison contact with the Service in the field. "We are friendly observers of RAF ways of operation," is the way one of our officers regards the exchange system.

Among the exchange positions filled are those at Air Ministry; Coastal Command; the School of Land/Air Warfare at Old Sarum, Salisbury; the Royal Air Force Staff College at Bracknell, Berkshire; the Royal Air Force Regimental Depot at Catterick, Yorkshire; and many Royal Air Force stations in Bomber, Fighter, Coastal, Training and Transport Commands. Numerous RCAF officers are presently attending courses in the U.K. These courses range from the Imperial Defence College; through the RAF Staff College; RAF Flying College; Imperial College of Science (University of London); the Empire Test Pilots' School at Farnborough; the College of Aeronautics at Bletchley, Buckinghamshire; the Joint Services Staff College at Latimer, Bucks;

the School of Aviation Medicine, Farnborough; the University of Edinburgh; the RAF Technical College of Science, London; and post-graduate courses in medicine at London University.

An important service provided by the Canadian Joint Staff, London, is that of arranging for the visits of personnel to the United Kingdom. In order to ensure the success of temporary duty, every section is involved in planning itineraries, obtaining security checks, arranging accommodation and travel.

To assist in this important work and to look after the ever increasing flow of personnel through the U.K., a RCAF Movements was established in 1952 in London. "Travel agents, movers, baggage men," that's the way the job has been described. Undoubtedly London is the cross-roads of Europe for the RCAF. As one senior officer put it, "if you sit in this office for any length of time you see almost the whole of the RCAF passing through." In conjunction with the job of handling the flow of visitors, many odd assignments are accepted. One such service involved tracing an officer's glasses—lost in Paris. One airman aptly said,

"What a place to lose your glasses!" Forwarding mail, clothing, and a weird assortment of personal belongings is accepted as one of the hazards of the job.

The senior Canadian official in the United Kingdom is the High Commissioner, the Honourable George Drew. His offices are at Canada House, on Trafalgar Square. There is a high degree of co-operation between Canada House and the Canadian Joint Staff. As in Washington, the Chairman acts as the representative of the Chiefs of Staff, and is the principal military adviser to the Canadian High Commissioner. The Chairman is, of course, backed up by members from the three Services and the Defence Research Board, with the Air Member, providing information and liaison on all air matters. He comes under the direction of the Chairman as representative of the RCAF in connection with the North Atlantic Treaty. Under the Air Member, the RCAF Division of CJS London provides liaison with the RAF on all matters of mutual interest to the two Air Forces.

The Chief Staff Officer, Group Captain M. P. Martyn, CD, is the Administrative head of the organ-

ization and acts as Commanding Officer. One of his liaison positions entails acting as RCAF Member on the Joint Services Air Safety Committee, composed of British, American and Canadian Air Force representatives. This committee studies methods of improving the safety of air operations in the United Kingdom. The Chief Staff Officer has also acted as agent for the RCAF in the interesting liaison with the Chester Herald regarding all RCAF badges.

Technical liaison occupies the time of Staff Officers in Engineering, tele-communications and the armament fields. With this organization a constant flow of technical information is fed into RCAF channels from the RAF, U.K. Ministries, establishments, services, and firms on policy, research, design development, progress and trends. Particular emphasis is made of items which might have a bearing on RCAF policy. Representing the RCAF in supply matters is a Squadron Leader and small recruiting unit and the movements section, as well as the Staff Adjutant.

(Continued next issue)

"OOPS!!"

HERE WE GO AGAIN!

By SGT. J. L. WILSON

It's perhaps significant that the real dawning of the missile age was heralded by a baby moon chinning itself on the horizon instead of a baby sun.

This was against the grain of natural and poetic practice and, as such, provided a hint of the future. All of it compounded by the fact that the man-amendment to the planetary duty roster was made by the most humourless of our global neighbours.

As everyone knows, the true moon drags in darkness and prospective husbands. So, unfortunately, the implication is that the artificial moon has ushered in a pattern of future employment for us that is as black as the inside of an airman's wallet. Progress has tripped itself, chaps. And traditionally, when progress does anything in its den, it means more work for us.

Unhappily, as soon as word leaked out (via Public Relations) that a push-button missile age was in the offing, it was reported that every recruitable youth with large thumbs had immediately looked to-

ward his chances of getting into a carefree method of employment.

Well, the reverse is most likely to be the case.

While it may be true that the missiles will leave ground as a result of a digit striking a button, it is equally certain that about the only joy accorded the button pusher will be similar to that hilarious kick one gets from operating a light switch. Short circuits aside, of course. However, it may be that someone concerned with morale factors will offset this by developing a recoiling button that will tap the thumb of the button-board operator to ensure him that he's needed.

At any rate, the real concern is not with the push button or with who will tap the firing switch. We can be assured that this part of the business will be adequately handled by some senior technician.

The true issue is with the employment of those who will service these new air weapons. For the fact is, that once a missile has left its firing pad there is little chance of

it returning. A good thing too, if one gives the matter any thought. But guess who'll be trotting out the replacements?

While you're at it, imagine the physical strain of having to climb upward of fifty-odd feet to do a daily inspection. Especially if you suffer from a fear of heights or a party complex. Or both. And think of the frustration involved in forgetting to bring along the right wrench when you're on the nose-cap detail.

You might also ask yourself who will build the missile firing stands, and who will put the missiles together. More pointedly, ask yourself who'll paint them!

Then, too, there is a psychological avenue here that leads one to consider the effect on the ego of anyone, other than a used-car dealer, having to watch the object of his mechanical affections jetting off to a mangled end. You know how some people are.

Oh well, holding an inventory for missile parts should be a snap.

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AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN



FOREIGN CARS

1958 MONTE CARLO RALLY

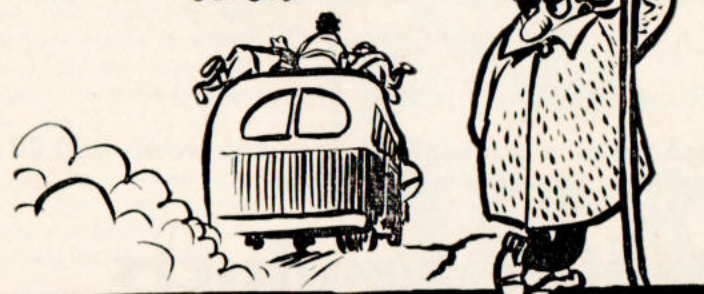
First spot in a rugged rally was taken this year by a Renault Dauphine, driven by Monraisse and Feret. Take a close look at that little car (left) for you may be seeing quite a few on your roads in 1958 and 1959. Better looking than the Volks, it is just as tough and considerably more comfortable. The second shot (below) was put in to give you an idea of the racing conditions for much of the rally—just like home?



THE BRITISH GET TAIL FINS!
Rootes have announced the 1958 Sunbeam Rapiers, complete with soaring Detroit fins housing, naturally enough, the rear lights. Aside from these fashion thrusts though, it looks as if the car has made a decided improvement in the road-holding department—an item we criticized in 1956. Engine horse-power goes up to 73, and

that should provide a top speed of 90 plus. Fuel consumption, according to Rootes, is well over 30 m.p.g. Front coil springs have been stiffened, steering lock cut to 2½, brake shoes are bigger; which all adds up to a genuine four-seater sports car. A convertible is also available. Prices are not yet out. Overdrive has, regrettably, been made an optional extra.

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OPPORTUNITY

A well-heeled man was passing a cut-rate clothing store when a long arm reached out from a doorway and pulled him in.

"I don't need any clothes," he protested. "I've got 10 suits at home."

"All the better," said the aggressive merchant, "bring them in." "I'll make you a partner."

FOREIGN CARS

JAGUAR RE-INTRODUCES THE TWO-SEATER ROADSTER

Termed the "sports racer," this hot two-seater will be coming into Canada this summer at a price of \$5,055. In fact, for what is offered, this car is amazingly cheap. It will be powered by a 250 h.p. "D" type engine, with 3 Weber carburetors, disc brakes, roll-up windows, wire wheels, and dual exhausts. And to top it all, in case you might like doing 150 miles an hour and are too lazy to shift, an automatic drive is available at \$300 extra.

TROUBLESHOOTING

CLEARING THAT FROZEN WINDSCREEN

If you are one of the many millions who have repeatedly scraped away at your windows to clear off unwanted ice in the morning, here is a sure-fire method that will save you all that elbow grease—and make you a million if it were possible to patent the idea. Simply fill a kettle with hot water (not so hot that you can't put your hand in with ease) and pour over the windscreen—*very hot water will break the glass.* Push off an yremaining slush, and dry with a sponge.

DOMESTIC CARS

NEW CAR SALES

Though our domestic car production so far this year is down by 29%, amazingly enough imported car sales have soared 40% to a record high of 12.8% of all new sales. And, to add insult to injury, the diminutive Volkswagen has ridden into seventh place in the sales ladder, only being beaten by Chevrolet, Ford, Plymouth, Pontiac, Dodge, and Meteor. In one province, Nova Scotia, they now hold 40% of all new car sales. Yet, it is good business for Canada, as Germany still buys 50% more from us than she sells here.

1958 PRICE LIST — OTTAWA

DOMESTIC CARS

CHEVROLET

| | |
|-------------------------------|---------|
| 4-door Delray | \$2,678 |
| 2-door Delray station wagon | 3,081 |
| 2-door Biscayne | 2,842 |
| 4-door Biscayne station wagon | 3,276 |
| 4-door Belair sedan | 3,093 |
| 2-door Impala convertible | 3,480 |
| Heater | 100 |
| Radio | 125 |
| Powerglide | 210 |
| V-8 engine | 139 |
| Power steering | 85 |
| Power brakes | 50 |
| Air suspension | 175 |

PONTIAC

Add \$50 to \$200 to Chevrolet prices for most models.

OLDSMOBILE

| | |
|-----------------------------------|---------|
| 2-door "88" | \$3,593 |
| 4-door "Super 88" | 3,980 |
| 2-door "Super 88" convertible | 4,899 |
| 4-door "Starfire 98" | 5,280 |
| 4-dr. "Starfire 98" Holiday sedan | 5,634 |
| Heater | 130 |
| Radio | 150 |
| Hydramatic | 325 |
| Air suspension | 285 |
| Power steering | 150 |
| Power brakes | 50 |

BUICK

| | |
|-----------------------------|---------|
| 2-door Special sedan | \$3,375 |
| 4-door Estate wagon Special | 4,450 |
| 4-door Century sedan | 4,213 |
| 4-door Century convertible | 5,002 |
| 4-door Super sedan | 5,151 |
| 4-door Roadmaster sedan | 6,290 |
| 4-door Riviera sedan | 6,882 |
| (Limited series) | |

CADILLAC

| | |
|------------------------|---------|
| 2-door hard top | \$6,528 |
| 4-door hard top | 6,664 |
| 4-door sedan De Ville | 7,431 |
| 2-door Eldorado coupe | 9,969 |
| 4-door Fleetwood sedan | 8,356 |

DODGE

| | |
|---------------------------|---------|
| 2-door Crusader | \$2,710 |
| 4-door Regent | 2,967 |
| 2-door hard top Mayfair | 3,305 |
| 4-door Regent suburban | 3,334 |
| 2-door Regent convertible | 3,765 |
| 4-door Custom Royal | 3,793 |
| 4-door hard top Lancer | 3,934 |
| Heater | 95 |
| Radio | 120 |
| V-8 engine | 140 |
| Auto trans | 210 |
| Power steering | 115 |
| Power brakes | 48 |

PLYMOUTH

| | |
|---------------------------|---------|
| 4-door Plaza sedan | \$2,712 |
| 2-door Plaza suburban | 3,108 |
| 2-door Savoy Club sedan | 2,904 |
| 4-door Savoy suburban | 3,336 |
| 2-door Belvedere hard top | 3,219 |
| 4-door Belvedere suburban | 3,682 |
| Heater | 90 |
| Radio | 125 |
| Powerflite | 235 |
| Toqueflite | 235 |
| V-8 engine | 120 |
| Power steering | 90 |
| Power brakes | 48 |

CHRYSLER (AND DE SOTO)

| | |
|-------------------------------|---------|
| 4-door Windsor sedan | \$4,312 |
| 4-door Windsor hard top | 4,446 |
| 4-door New Yorker | 5,813 |
| 2-door New Yorker convertible | 6,488 |
| 4-door Imperial | 6,920 |
| 4-door Crown hard top | 7,796 |
| 4-door Le Baron | 8,345 |
| Heater | 120 |
| Radio | 140 |
| Auto trans.—standard | |
| Power steering | 115 |
| Power brakes | 48 |

METEOR

| | |
|--------------------------------|---------|
| 2-door Niagara | \$2,685 |
| 4-door Ranch wagon | 3,180 |
| 4-door Country sedan (9-pass.) | 3,465 |
| 2-door Victoria | 3,062 |
| 2-door Rideau (500) | 3,080 |
| 2-door convertible | 3,628 |
| Heater | 95 |
| Radio | 120 |
| Auto trans | 210 |
| V-8 engine | 146 |
| Power steering | 100 |
| Power brakes | 45 |

EDSEL

| | |
|--------------------------|---------|
| 2-door Ranger | \$3,781 |
| 4-door Pacer hard top | 4,116 |
| 2-door Pacer convertible | 4,900 |
| 4-door Citation hard top | 4,893 |

MERCURY

| | |
|---------------------------|----------|
| 4-door Monterey sedan | \$ 3,610 |
| 4-door Monterey hard top | 3,761 |
| 2-door Montclair hard top | 4,271 |
| 4-door Park Lane sedan | 5,159 |
| Heater | 150 |
| Radio | 145 |
| Auto trans | 250 |
| Power steering | 135 |
| Power brakes | 47 |

LINCOLN

| | |
|--------------------------------|---------|
| 2-door hard top Capri | \$6,591 |
| 4-door Premiere sedan | 7,573 |
| 4-door Continental hard top | 8,432 |
| 2-door Continental convertible | 8,705 |

AMERICAN MOTORS

| | |
|------------------------------|---------|
| 2-door Rambler American | \$2,495 |
| 4-door Rambler Ambassador | 4,407 |
| 4-door Rambler | 3,040 |
| 2-door Rambler station wagon | 3,573 |

(Continued on page 18)



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DOMESTIC CARS

(Continued from page 15)

STUDEBAKER

| | |
|--|---------|
| 2-door Scotsman | \$2,335 |
| 4-door Scotsman | 2,445 |
| 2-door station wagon (Scotsman) | 2,950 |
| (Heater and direction signals included in above prices.) | |
| 2-door Champion | \$2,837 |
| 4-door sedan | 2,912 |
| 4-door Commander sedan (V-8) | 2,840 |
| 4-door station wagon | 3,895 |
| 2-door Silver Hawk Champion | 2,912 |
| 2-dr. Silver Hawk (V-8) h'd t'p | 3,340 |
| 2-door Golden Hawk | 4,695 |
| Heater included | |
| Radio | \$ 125 |
| V-8 | 165 |
| Auto trans | 225 |
| Power steering | 100 |
| Power brakes | 50 |

IMPORTED EUROPEAN CARS

AUCTIN

NOTE: All extras included as standard unless noted.

| | |
|-----------------------|---------|
| A35 | \$1,650 |
| A55 | 1,950 |
| A95 | 2,495 |
| A95 station wagon | 2,995 |
| A105 | 2,905 |
| Austin-Healey 100/six | 3,185 |

FORD

| | |
|----------------------|---------|
| Anglia | \$1,705 |
| Prefect | 1,815 |
| Consul | 2,210 |
| Consul convertible | 2,595 |
| Zephyr | 2,410 |
| Zephyr station wagon | 3,005 |

VOLKSWAGON

| | |
|--------------------------|---------|
| Standard sedan | \$1,641 |
| De Luxe sedan | 1,781 |
| Convertible | 2,341 |
| Karmann-Ghia coupe | 2,541 |
| Karmann-Ghia convertible | 2,700 |

JAGUAR

| | |
|-------------------------------|--------|
| 2.4, 4-door sedan | \$ 895 |
| 3.4, 4-door sedan (overdrive) | 4,395 |
| 3.4, 4-door sedan (automatic) | 4,495 |
| Mark VIII, 4-door sedan | 5,500 |
| XK 150 coupe | 4,645 |
| XK 150 convertible | 4,695 |
| XK 150 "S" roadster | 5,055 |
| Automatic | 300 |
| Disc brakes | 100 |
| Radio | 150 |
| Overdrive | 160 |

MERCEDES—BENZ

All four-door sedans.

| | |
|--------|--------|
| 180D | 3,580 |
| 190 | 3,575 |
| 219 | 3,810 |
| 220S | 4,530 |
| 300 | 12,500 |
| Sports | |
| 190SL | 6,000 |
| 300SL | 12,500 |

MORRIS

| | |
|---------------------------|---------|
| Morris Minor 2-door | \$1,595 |
| Morris Minor convertible | 1,495 |
| Morris Oxford | 2,145 |
| Oxford station wagon | 2,370 |
| Morris Isis | 2,375 |
| Isis station wagon | 2,575 |
| MG-A roadster | 2,575 |
| MG-A coupe | 2,770 |
| MG Midget sedan | 2,750 |
| Wolseley 6/90 (automatic) | 3,595 |

ROOTES GROUP

| | |
|-----------------------|---------|
| Hillman Husky | \$1,745 |
| Hillman sedan | 1,970 |
| Hillman station wagon | 2,395 |
| Hillman convertible | 2,360 |
| Sunbeam Rapier | 2,695 |

VAUXHALL

| | |
|------------------|---------|
| Victor sedan | \$1,881 |
| Velox 6-cylinder | 2,389 |
| Cresta | 2,559 |



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Recently released is George Shearing's choral backing . . . the world's greatest satile trumpeter, has record. Some of the record are: *Hungarian Dance, Habanera, Paper Doll, and Danse Polovtsienne* from which *Stranger In Paradise* was taken. . . "Just For Variety," Capitol records new series of long-plays for your dancing, listening and parties. Some artists are Nat "King" Cole, June Christy, Stan Kenton, Jackie Gleason, Ray Anthony, the Four Freshman, Les Baxter, Les Brown, and many others. They are all mixed in twelve long-plays . . . Sammy Davis Jr.'s, "Mood To Be Wooded" is really going over with a



bang . . . The Fabulous Four Aces new record, "Hits From Hollywood" has such nice songs as *True Love, Tammy, HiLili HiLo, Three Coins In The Fountain*, and others . . . Something I never thought I'd see was the Mills Brothers singing barbershop ballads, but they do, and they have a record called, "The Mills Brothers In Hi Fi," in which they sing barbershop songs. It is very good . . . "Angles Mia," is the title of the new Vic Damone long-play, and is it ever beautiful, and the songs. — The songs are just marvelous: *I Have But One Heart, You're Breaking My Heart, Tell Me You're Mine, Just Say I Love Her, Angela Mia, Arrivederci Roma*, and others.

Let's Go Classical
Tchaikovsky's Concerto No. 1, the world's most popular and best-selling classical piece of music, has just been released. This time it is on the Capitol label with the Los Angeles Philharmonic Orchestra and Leonard Pennario at the piano. This record is really getting raves. Well that's all for this month, I'll be seeing You.
MAUREN HARPER

WOMEN DRIVERS?

Street physician devised an ingenious experiment to prove beyond all doubt the reflexes of men are superior to women. Two unacquainted divorcees, one male one female, were locked in a hotel room and left there for some time. The physician then approached and knocked on the door and called in a loud voice "I'm home early dear." The male divorcee proved his superior reflexes by disappearing head first through the window three seconds before the female divorcee could hide under the bed. Next science and engineering. Car designers (all male) have obviously out of sheer desperation and in self defence, devised such things as power brakes and power steering in an effort to overcome the gross inadequacies of the female car operators. Fragile hands and spike heeled feet are not capable of controlling a heavy vehicle at speed. Dented walls, torn fender

Reprinted with the kind permission of the editor of the "Langar Log," 30 A.M.B., LANGAR, England, who expressed the opinion that a "flood of letters is rebuttal" would be forthcoming. We expect nothing less!

Much has been said on this subject but a conclusive decision acceptable to all has not been reached. The Langar Log and its Editorial staff (acquired at phenomenal expense) is to be congratulated for providing mankind generally with the final and indisputable decision.

"WOMEN DRIVERS ARE, TO SAY THE LEAST, !!! * * * ?"

Doctors, scientists, mathematicians and quite recently nuclear physicists have provided the concrete evidence necessary to the conclusion that women drivers are, to say the least !!! * * * ?

We will deal first of all with the medical evidence. A great Harley

and shiny new tombstones the world over bear witness. What can you do with the woman driver that pulls the choke all the way out and drives her car all day with her purse hanging on it?

But alas, they have gone too far. In an effort to protect the transmission from the grinding of female gear changes, they introduced the "automatic" transmission. The ladies were quick to take advantage of this. A male motorist had broken down on a side road in the mid-western United States. After waiting for some time for assistance a car approached driven by a middle-aged woman. He somewhat reluctantly accepted her offer of assistance. He explained that his car had an automatic transmission and that she would be required to push his car at a speed of 30 mph before it would start. She expressed her complete under-

(Continued on page 36)

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HUNTING and FISHING

. . . with Joby

It has been heard numerous times at RCAF Station Winnipeg, as at other stations, that the Voxair covers many things for many people—but one of the most sorely missed is a little gen for the small-time hunter and fisherman on actual hunting, and fishing spots, and information that is applicable to our locality only.

This writer will attempt such a column in this and future issues of Voxair. Having spent all of his life in Manitoba and also having hunted and fished since he was old enough to be out, the following articles are gems of wisdom obtained through trial and error over many outdoor trails.

To attempt such a column as this is near suicide. This I have been told many times, and of the pitfalls I am well aware. However, I wish to say before I get too involved that these articles are personal findings and bits of information gleaned from many parts of the province over the past 14 years of hunting and fishing. They in no way stand true for all places or for that matter will they be true for every instance in Manitoba. Overall, however, I find they are quite accurate in our immediate area.

Winter is usually the time when hunters sigh and hang up the trusty old Betsy until next year; this I have found, however, is a mistake. Some of the best hunting of the year can be had during the winter months.

Much of Manitoba is still wide open for hunting. Many provinces and much of the U.S. are now under strict conservation that hunting without permission is practically impossible for the average hunter who has only a day in which to hunt. Manitoba, however, offers a great deal of hunting over territory close to our cities and towns that is unposted, and also has a plentiful supply of game.

Winter hunting of course narrows down considerably after the deer, elk and moose season in the fall—

most of the game is of the smaller species. Rabbits, squirrels, fox and wolves are the main quarries. If one is quite adept at being a shadow, even a try at the extremely crafty magpi can offer sport to tax the keenest hunter to the utmost.

In this article I am going to deal with squirrel hunting. Generally the squirrels in Manitoba are in bed for the winter by the first of December. However, this winter is indeed an exception, one that has been made for squirrels: wide open, little snow, and lots of sunshine. I have been keeping an eye on several that live around my home and they are out every day prancing around like good fellows. Without the cold weather to keep them in, I doubt if they will hibernate at all this winter.

Hunting squirrels can be a very trying business for novice and professional alike. They are very crafty and have the most annoying habit of being able to stay still for long periods of time; however they do have one fault that will lead to their downfall if you play it right. As the saying goes, "curiosity killed the cat," and it most certainly does with the squirrel. He just has to see what is going on and, although he can sit perfectly still for long periods of time, curiosity will eventually get the better of him

and he will take a peek. That is the time for the hunter to be peeking also but down the barrel of his rifle or shotgun.

Armament for squirrels seems to be a matter of preference. Everything from a 12 to .410 gauge shotgun or a .22 calibre rifle, with or without a scope, are used. Personally, I prefer the .22 rifle with a scope or a number of reasons.

First, I consider it much more sporting, not to mention a lot harder, to try to knock a squirrel out of a tree 30 yards away with a rifle than to blast him out with a 12 bore shotgun. Also, although the squirrel is small in body, he can absorb even a .22 calibre bullet without immediate effects being evident. This is where the scope comes into its own. A vital spot (particularly the head) can be chosen through the scope and one well-placed *long-rifle* cartridge will usually do the trick and prevent a wounded animal from making a dying scramble into a hole in some handy tree.

Second, the noise factor enters quite strongly into the picture. At the sound of a shot every squirrel within a radius of 500 yards will freeze. Naturally the bigger the noise the longer it takes for them to get over their scare and return to their scampering.

Third, I prefer to have the animal with only one small rifle hole rather than a half-a-dozen shotgun pellets scattered throughout its body. Another point enters here also. Many people like to eat their game. As can be imagined, a shot-up animal is a chore to clean as well as being hard on the dentures when biting into chunks of lead.

Fourth point, and by some considered the most important, squirrel skins are worth money, and a shot-up hide would be practically valueless.

There are only two things to remember before embarking on your big squirrel hunt. You must first of all be a resident of Manitoba and you must also have a trapper's permit. The idea of squirrel shooting by trapper's permit only is, of course, to prevent everyone from going out and slaughtering them right and left. You will find the permit is low in price (\$2.00), and, if you are the ambitious kind, the skins can be sold to a raw fur dealer and you may come through it all with a few extra pennies in your pocket.

I have found the best way to cash in on squirrel shooting is to hunt in pairs. This pays off because a squirrel, when spotting a hunter, will immediately slide around to the other side of his tree to hide. If the hunters stay about thirty yards apart, they will often get a shot at a squirrel hiding from their hunting companion in this manner.

Still hunting is the only other way that I have ever found to be very successful. Find yourself a nice big tree in a likely looking spot and sit down next to the base of it. One word of caution here about clothes. Squirrels can spot a bright colour from some distance, so it is advised that the hunter wear something dark that will blend in with his surroundings.

After seating yourself and putting your gun across your knees where it is handy, remain quiet and perfectly still. You might find that by placing your mouth on the back of your hand and sucking in you can make a high-pitched squeak. This will quite often bring a curious squirrel into the open. Do not make this sound too often, however, as it can also serve to frighten the animals as well as call them.

An invention of recent years, the squirrel call, can be a very handy gadget to have around, but it is not advisable that the ordinary Joe buy one if he expects to go on only one or two shoots a year. These calls take a bit of experimenting upon to gain proficiency and unless used frequently it is doubtful if the average hunter would find them worthwhile.

Squirrels may be found in a variety of places, but they stay close to their natural food, which consists mainly of nuts, usually from the Oak trees. They are quite fond of corn also, and if you can find a good stand of Oak close to a corn field in the fall you are really in business.

Squirrels, as a general rule, make their homes either in hollow trees or in large nests which they build 20 to 30 feet from the ground. Usually the stand of trees they choose will be quite thick in order to give wind protection and also to make easy avenues of escape. A small ravine or gully is a good place to look. I stumbled onto one such ravine last fall while deer hunting. Perhaps 150 feet deep and a half-mile in length, it is a regular squirrel heaven. I stood in one spot and counted no less than eight nests and every large Oak tree within sight had at least one hole on it. There were more squirrels in there than I could count, and as far as I can determine they have never been bothered. *Needless to say, that is soon to be changed!*

There it is in a nutshell, chaps. Whether you hunt with a rifle or shotgun shooting can be exciting, profitable, put a tasty morsel on the dinner table and, above all, tax even the best hunter's eye. If you don't believe me, just find yourself a few squirrels and knock off a dozen or so. If you can hit them *all* you should be representing Canada over at Bisley, and not out there shooting squirrels at all.

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WINNIPEG



At the Lantern Inn, Victoria, 1950. The George Fox Croft Trio and vocalist. Guitar: Ray Marquette.

MAN WITH A GUITAR

By RON BAYNES

Early last month, a wiry dark-haired airman finished his work for the day at 2AOS and headed home for supper. Three hours later, clad in civvies and standing on the stage of a local night-spot, he touched the strings of his electric guitar and launched into cocktail music for the enjoyment of the diners.

For LAC Ray Marquette, Radio Operator by day and musician by night, it was all in the day's work, another point in a career which, musically speaking, began at eight years old. Ray was born in Victoria, B.C., in 1929 and environment plus heredity made it a pretty good bet that he would develop an interest in music. His parents were musically inclined and his brothers were accomplished guitarists. By his eighth birthday, Ray had graduated from ukelele to pint-sized guitar. Since then he has developed in interest and skill until the thing has become more than a hobby. He has played and sung in nightclubs, variety shows and other places of entertainment from B.C. to Ontario, as well as in the messes and institutes of several RCAF Stations.

Ray started entertaining audiences in 1938 at the ripe old age of nine. House parties were the beginning but he was soon working with a group known as the "Vagabonds," a quartet which played Vancouver Island one-night stands from Nanaimo to Port Alberni. There was an accordionist, a violinist and two guitarists and in the entertainment-hungry war years they found plenty of work. Ray gained in technique and experience both on the Vagabonds' regular circuits as well as playing at receptions, teenage canteens and other functions around Victoria.

In 1948 he joined a Latin American Orchestra group—the "Cubanares"—playing the Island circuit Vancouver and Seattle, Wash. They were on the road most of the time, often working until 5 or 6 in the morning. It left Ray with a taste for travel which has not proved inconvenient in the RCAF.

Around 1948, together with two friends, he decided to break off from the "Cubanares" and form a jazz trio. The trio, led by George Fox Croft, a vibraphonist, was a favourite with Victoria music-lovers and

they played many successful engagements, notably in the Lantern Inn. Nightclub playing has its peculiar hazards—notably drunks. On one occasion a prominent baseball pitcher, who shall remain anonymous, decided for reasons of his own to take the trio apart. Nursing an imagined grudge he decided to wait for the end of the evening before commencing the mayhem. As it turned out, when that time arrived, he was in no shape for combat and the trio made a discreet exit without violence.

Between these regular engagements Ray put his talents to use in a variety of musical chores. He played at weddings, for large-scale parties, Legion shows, hospital entertainments and other benefits. He also backed up a talent show in Vancouver and entertained the Canadian troops at Fort Lewis, Washington when that base was being used as a staging point for Korea-bound contingents.

In '52 he joined the RCAF. He did not bring his guitar along but soon realized that he should have. He borrowed one nevertheless and entertained the other recruits in the St. John's Rec. Centre.

He was fortunate in his first transfer—to Clinton, Ont. for the Radio Operator Course. Clinton boasted a large personnel of airmen and airwomen and the Rec. Centre dances were popular and well-attended. Sending for his guitar, Ray joined the Orchestra of WO1 Aubrey Haines, playing for Station dances and functions in the messes. It was becoming clear that taking up a Service Career didn't necessarily mean the end of his musical activities.

Victoria '48. Singing with the "Cubanares".



LAC R. Marquette in Air Force Mufti.

This was true also in Ottawa, his next transfer, where he joined the Station Orchestra of Lloyd Scharfe and played, not only the station but such spots as the Windsor Hotel, the Buckingham and at Beaver Barracks. On arrival at his next unit, North Bay, he found that musically speaking the local situation was not promising. Swallowing his mild distaste for "Western" music, he joined a group known as the "Westernaires" and appeared on the local radio station.

He is kept busy at Winnipeg, having played the Messes, the St. Regis Hotel, the Curtis, the Normandy Ballroom and others. He has been heard on local radio stations, Legion shows and at local weddings. He started at the Town & Country on Jan. 7th with the Jack Parkin trio. Winnipeg, he says, is probably the best location for a part-time musician. The musical fraternity here is ready to welcome talented newcomers, a situation which does not exist in some other cities where cliques are hard to crash. Vancouver, he admits reluctantly, is probably the least promising site for a beginner. He regards TV as a mixed blessing to the beginner in his field. There are opportunities within the medium itself for talented musicians and singers, but the old custom of the family going out on the town to hear live talent has been hit hard by the TV set in the living room.

For a man as interested in music as he is, it is not surprising to find that he married into show business. His wife, Marjorie, is an accomplished singer and dancer whom he met during his orchestra days and appears frequently at local Station functions.

All in all, the experience of Ray Marquette points up the fact that a hobby can be built up into a good way of combining business and pleasure for profit.



Personality

LAC
DICK STOKELL

1924, was raised here, and in 1941 graduated from Lord Selkirk Junior High. Following graduation Dick joined the Royal Canadian (RCNVR) Voluntary Reserve as a Seaman. Following his training at HMCS Naden and Esquimalt he worked for nine months with the Hydro-Graphic Survey. Conducted by the Canadian Government, the Survey charted the coastal waters of British Columbia.

Returning to Esquimalt, Dick was chosen for sea duty aboard HMCS *Wentworth*, a destroyer escort. After proceeding to Newfoundland via the Panama Canal, the *Wentworth* escorted convoys on twenty-two complete crossings of the Atlantic to Britain.

After his release in 1945, Dick returned to Winnipeg and was employed by the Winnipeg and Central Gas Company. He worked with the firm as a meter technician until 1953, when he entered the Air Force. In the past five years since he signed up here, Dick has been stationed in Winnipeg as an Instrument Technician.

Dick met his wife Laura while he was employed by the Winnipeg and Central Gas Company. They were married in 1947 and now are the parents of two children, Ricky, aged eight and Sandra, aged four. When off-duty Dick spends most of his time with the family, but during summer months will occasionally get away to play his favorite sport, golf.

The servicing crews of Number One-eleven Communication and Rescue Flight handle repair and maintenance of the Flight's ten aircraft. As well as their own aircraft, the staff of forty tradesmen are kept busy servicing all the

transient aircraft at Station Winnipeg. These aircraft, ranging in size from Comets to L 19's, average as many as three hundred and fifty per month. One of the Instrument Technicians helping to service these aircraft is LAC Dick Stokell. Dick was born in Winnipeg in

WO1 Donald Harrigan was born in Calgary in 1920. He attended various Public Schools in Alberta, and High School in Victoria, B.C. He left high school in 1935 with Junior Matriculation and went to Technical School in Victoria for two years.

His career in the Air Force began in 1938 as a Fitter (the old name of the Aero Engine tradesman). He served with the British Commonwealth Air Training Plan, as did many ground crew tradesmen during the war, at various Bombing and Gunnery Schools across Canada.

After the war he went to Winter Experimental in Edmonton for five years. It was there that he received his Flight Engineer's wings. During his tour in Edmonton he carried out flight-tests on various new types of aircraft. This was a multi-service affair, with planes from the RCAF, the Royal Canadian Navy, the Royal Navy and the United States Air Force. Some of the planes were the North Star, Lincoln, Hastings and several carrier aircraft, such as the Sea Fury and Sea Fire. He also spent some time on the Meteor Jet. His job with Winter Experimental was unique in that all the planes were new and they had to do their own servicing and tests.

After Edmonton he spent two years at Station Trenton. In 1953 he joined the instructional staff of the Guided Missile School in Clinton; he claims he was "joed" for the job, because he had never instructed before. He was sent to the School of Instructional Training for two weeks, then was informed that he was to instruct in the guided missile field, which is a far cry from being an Aero Engine Technician.

Donald is quite at home in Win-

Personality

WO1 DON
HARRIGAN



nipeg, as this is his third tour here. He became our Deputy Aircraft Servicing Officer in July, 1957. On his second tour here he was the Warrent Officer in charge of converting Liberators into transport aircraft. He recalls that the job was completed, but they were never put into service because the atomic bomb had brought the war with Japan to a sudden and unforeseen close.

Donald's single days ended when he married Margaret Ellis in Trenton, in February, 1940. The Harrigans are justifiably proud of their daughters: Patricia, who is sixteen; Audrey, twelve; and Donald, six. (Donalda was supposed to

be a boy, but due to the confused state of mind of a certain stork another girl arrived; her folks had to add an "A" to the name they had picked for a son.)

Don likes to do a little bowling, but most of his weekends during the summer are taken up by camping trips. He packs the family into his trailer and many a delightful trip has been spent in this way. Both Don and Margaret are interested in the Cubs; both are graduates of the Gilwell Cub Course and at the present time are starting another Cub Pack Station. Servicewise, his big interest is to get back into the guided missile field.

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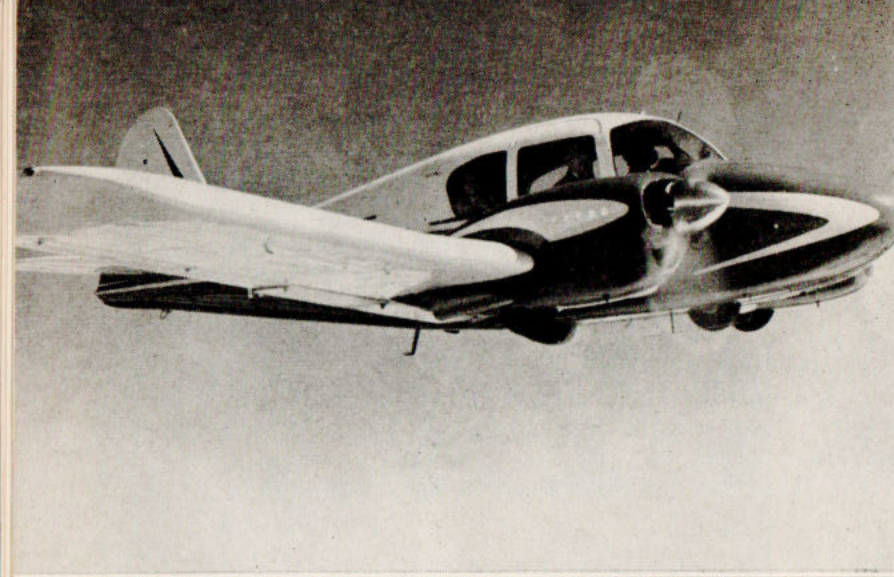
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Piper's fleet of light aircraft for 1958 are, from top to bottom, the Apache, Tri-Pacer and Super-Cub.

1958 PIPERS

In December, we ran a write-up on the 1958 Cessnas that received quite a lot of attention. As a follow-up, then, we shall now give you a run-down on the new Piper line for '58.

Piper announces that there has been a major change in both its Apache and Tri-Pacer models this year with the introduction of their new 160 horsepower Lycoming engine. The extra ten horsepower this year has been achieved in the four-cylinder engine by boosting the compression ratio up to 8.5:1, with a weight increase of only six pounds.

In the styling department, a new paint scheme has been introduced this year featuring all-white top and wings (to improve visibility and heat reflection) and the option of three fuselage trim colours: blue, red and brown (Apache and Tri-Pacer models only). The Super Cub comes in just one standard colour of red.

1958 APACHE

The 1958 Apache (see pictures), with a total of 320 horsepower from its two engines, cruises at 173 m.p.h. at 7,000 feet and a gross weight of from 3,500 to 3,800 pounds. This increased payload has made it possible for the Apache to carry five passengers with full main tanks (72 gal.) and full auxiliary tanks (36 gal.) for a range of over 1,200 miles.

Other improvements on the Apache include a new wing-root fillet that permits slower approach and touch-down speeds, a new 'Heat' carb heat system, a new 27,000 B.T.U. Southwind cabin heater, and a higher-powered landing light. There are three models of the Apache: the Standard, Custom, and Super-Custom; the Custom and Super-Custom come completely equipped with a wide choice of radio and nav. equipment, includ-

THINGS TECHNICAL

By Cpl. BILL BAMBRICK

ing the Lear Automatic Direction Finder, Narco Omnigator with VOR/ILS nav. system, 75 mc. marker beacon receiver, tuneable VHF receiver and 27-channel transmitter. The Apache is of all-metal construction with hydraulically-retractable tricycle gear and constant-speed props. The Standard model goes to the first man to come up with \$34,990 (FAF Lock Haven, Pa.).

THE TRI-PACER

The 160 h.p. Lycoming engine boosts the popular Tri-Pacer's cruising speed to 134 m.p.h. at 75% power, 7,000 ft. altitude. With the standard fuel load (36 U.S. gal.) its range is 536 miles, with an extension to over 650 miles with the installation of an 8-gallon tank under the rear seat.

First introduced in 1951, the Tri-Pacer comes in three models of which 6,000 have been sold. The fuselage is of welded steel alloy construction and the wings are built of aluminum ribs and spars. The entire aircraft is fabric-covered, sprayed with a special plastic finish.

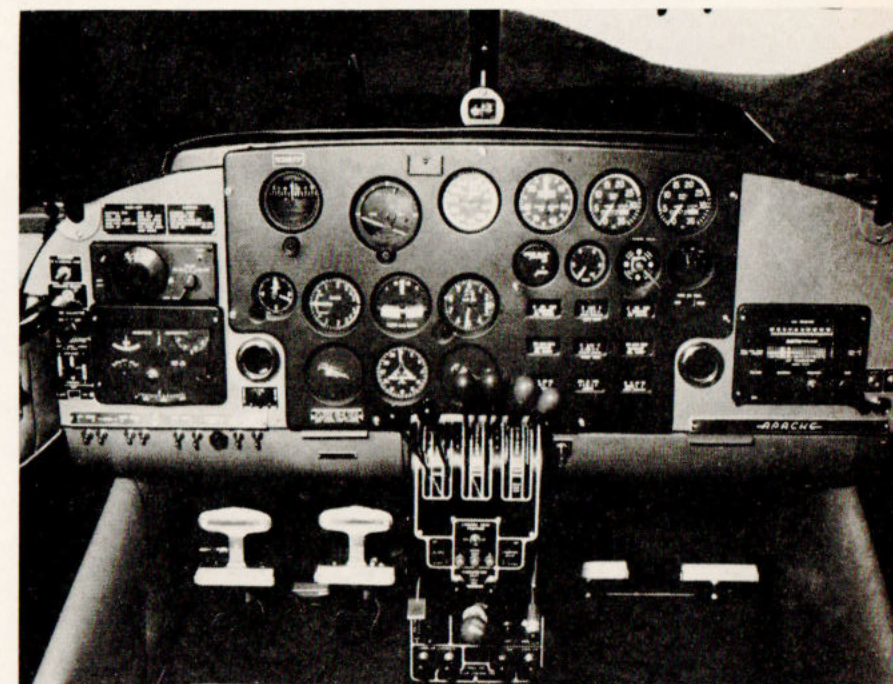
The Standard model, equipped with a metal prop, starter, generator and basic instruments, sells for \$8,595 with the 160 h.p. engine installed. The Custom model, in addition to the above equipment, features nav. lights, cabin and instrument lights, strut fairings, altimeter, 27-channel VHF transmitter, and a low frequency receiver.

The Super Custom, most popular of the Tri-Pacer series, includes as standard equipment landing lights, engine-driven vacuum pump, a full gyro panel, the Narco "Super-Omner" (with Omni-navigation system), a 12-channel VHF transmitter with a tuneable receiver, plus a low frequency receiver.

THE SUPER CLUB

There are two models of this old-
(Continued on page 36)

The top photo shows the convenient layout of the Apache instrument panel, while one of Piper's more attractive employees admires the Tri-Pacer's spacious cabin.



SPORTS

By CPL. DOUG WILLIAMS

INTERSECTION HOCKEY

111 C & R Team is awaiting a winner of the AOS and Pilots' series to play in the final games of the Intersection Hockey Playoffs. A double round-robin has been played over the season with the six teams finishing regular league play in the following order: AOS, 19 points; Armament tied with 111 C & R for second place with 15 points each; fourth play-off spot was picked up by the Pilots' team with

11 points. Fifth place was held by the ME section with seven and Dak. Repair finished at the bottom of the pile with one win.

BOWLING

Most newsworthy recent event in the Station Bowling leagues is the 401 score posted by Cpl. W. D. Hamilton of the Combined Mess. Current bowling activities are entering around preparations for the RCAF Wire Tournament.

INTERMEDIATE BASKETBALL LEAGUE

Current leader in the Intermediate Basketball League is S Andrews; second place is held by YMCA, followed by Station Winnipeg and Stn. Portage in that order. The league has been plagued all season with cancelled games and teams dropping out. Originally started as a seven team league, the Gimli RCAF, USAF, and Stn. Winnipeg Cadets' teams all dropped out



No. 14 TRAINING GROUP CHAMPIONS—RCAF STN. WINNIPEG BUFFALOES

over the season. The station team is now a combined effort by the cadets and other station personnel. Lineup includes: McCreadie, Cook, Hogan, MacLaren, McGuire, Jepson, Jackson, Morrison, Howlett, and Kelly. F/O Mulligan is doubling as coach and manager.

ICEMAKERS' CHALLENGE CUP

Bob McGarva, the man who makes the ice at the RCAF Curling rink, proved he can play the game as well as look after the facilities for it. He and a rink composed of LAC Archie Charles, WO Sid Otto and Mr. Kelly Jackson won pos-

session of the "City of Winnipeg Ice-makers Challenge Cup." This cup, in its first year of competition, was donated by Zieske & Johnson, and will be awarded annually to the Ice-maker's rink defending it most successfully during the curling season.



MEMBERS OF P.M.Q. JUNIOR HOCKEY LEAGUE

P.M.Q. JUNIOR HOCKEY

The Commanding Officer officially opened the P.M.Q. Junior Hockey League on Saturday, 15 February. The official opening took place at the P.M.Q. hockey rink on the station. Many parents took keen interest to attend in the below-zero weather.

The Junior League was only brought about by the keen interest in young people by such people as WO2 Learmonth. He took it upon himself to organize people who would flood and maintain the rink and also coach and assist in supervising the boys at hockey. The

much needed equipment was secured and about seventy-five boys, between the age of 9 and 14, came out to fill the eight teams.

Four teams consist of boys from 9 to 11 years of age and the remaining four consist of boys from 12 to 14 years. The names of the teams come from some of the well-known aircraft flown by the RCAF. Some of the teams are named as follows: Sabres, Neptunes, Tee-Birds, etc. It is surprising to note the amount of good sportsmanship that exists between these teams.

The men who are giving up their own time to coach and look after

the boys are John Kinch, Ken Arsenault, Doug Comrie, John Eaton, Chuck MacDonald, Harny Beaurais, Jim Carlson and Wally Jones. A special vote of thanks must go to Charlie Mayer, who has the job of looking after all the hockey equipment, and is like a father to all the boys at the rink. You will find him there tightening up skates and thawing out frozen noses and what have you.

The P.M.Q. Council have assisted the Junior League by buying from P.M.Q. funds two sets of hockey sweaters and other equipment. A really commendable effort all-around!

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Runners-up, Stn. Winnipeg. Sgt. Randall, LAC McCullough, Cpl. Lyle, Cpl. Slaght.



Winners, 14 Trg. Grp. Trophy, Saskatoon, Sgt. Bill Grandage, S/L W. H. Lehman, Cpl. K. K. Belsher, FS C. K. Dalgleish.

CURLING

The 14 Trg. Grp. Bonspiel, held on the 8th March, attracted entries from Claresholm, Penhold, Calgary, Saskatoon, McDonald, Portage and Gimli, together with entries from the host Station, Winnipeg.

The CO of Stn. Wpg., Group Cap-

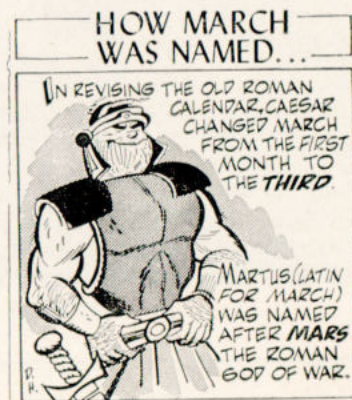
tain G. F. Jacobsen, threw the rock that opened the 'spiel, whilst prizes were presented to the successful rinks by Air Commodore H. H. C. Rutledge.

This Bonspiel was first organized some years ago by Stn. Saskatoon who were at last to be rewarded

for their efforts by carrying off the 14 Trg. Grp. Trophy. Runners-up in this event were the Stn. Wpg. rink whilst the Consolation Event proved rewarding for the Stn Portage and Stn. McDonald curlers.

AIRWOMEN'S BASKETBALL

The RCAF Girls' team has been playing exhibition games with various local teams during the season. A recent home-and-home series with RCAF Station Portage resulted in a win each way. Tech Voc High School defeated the station girls on 21 Jan. by a close 26-25 score. Marg Wahl was the high scorer for our girls with 9 points; Hazel Martin picked up 6, while Shorty Adamson and Jean Arnett each collected 5. On the 10th of February the girls downed Wpg. Scalenas 25-20. Martin and Wahl were again the top scorer, Martin netting 12 points, and Wahl 7. Adamson, Arnett, and Maida Lent rounded out the Winnipeg scoring. The girls are coached by LAC Yogi Muise and LAC Cook. Team members are LAWs Marg Wahl, Shorty Adamson, Maida Lent, Ann Jones, Jean Arnett, Clauriss Gouthier, Eddie Hurst and Bonnie O'Neill; Misses Hazel Martin, Alice Dumka, Marg Matthews; and F/O Nora Barker.



INTERSECTION VOLLEYBALL

The ME section seems bent on defending their last years' crown of Volley-Ball Champions — after playing 15 games they are yet to be defeated. AOS is presently in second place with 8 points, but the other four teams all have played three games less. "Totems" are in third spot with 6 points, Firehall Braves next with 4, while Mallards and Musketeers are holding down the cellar position.

AIRWOMEN'S CURLING

RCAF Station Portage was host to an 8-rink Airwomen's Bonspiel on Saturday, 15 Feb. Two rinks from each of Portage, Gimli, MacDonald and Winnipeg competed. Top winner of the day was Station Winnipeg, picking up first and third places. LAW Rosie Tucker skipped her rink of Shorty Adamson, Jean Arnett, and Peggy Middlemiss, to three straight win to take first place. They defeated Rivers, Portage and Gimli. F/O Nora Barker skipped the other Winnipeg rink to wins over Gimli and Rivers in picking up third spot. They lost their third game to Portage, who placed second. F/O Foss and LAW Lent travelled as spares for the Winnipeg rinks.

Arrangements for both the curling and the social end of the day were well looked after. The girls enjoyed a delicious candlelight meal before the evening draw and at the conclusion of the curling they were entertained in the Airwomen's lounge where F/O Sutton, on behalf of the Commanding Officer, presented the trophies.

TRI-SERVICE BONSPIEL

The annual Tri-service Bonspiel will come off on the 17th and 18th of March. This event is open to rinks of the Army, Navy, RCMP, DVA, and the RCAF, of the Winnipeg area. All games will be played at the Granite Curling Rink and, as in past years, Sheas will host a social evening on the opening night in the "Trophy Room."

BOXING

A second Boxing card of the 57-58 season is planned for the 21st of March. The fine reception accorded the first card assures an even better night's entertainment. Boxers from Winnipeg will be competing at RCAF Stn. Portage on March 13th. Parsons and Thompson will be representing RCAF Station Winnipeg. It is expected that these same boxers along with other of the top Manitoba amateurs will be on hand for the card on the 21st of March.

The Army held a boxing bout at Fort Osborne Barracks on Wednesday, February 5th. The Air Force was represented by Don McColl of Portage and LAC Perry Parsons of Stn. Wpg.

LAC McColl boxed to a draw against Sgt. Remin C.J.A.T.C., Rivers, in the Heavyweight class.



A/C H. H. C. Rutledge officiated at the opening face-off of the final between Stn. Winnipeg and Stn. Penhold at the Winnipeg Arena on Sat., 1 Mar., 1958. The game was won by Stn. Winnipeg 9-3, who will now meet the champs of the eastern section of TC for the TC Championships on 29th Mar. at the Winnipeg Arena.

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NEWS

PEARKES VISITS WINNIPEG

CANADA MOVES TOWARD FULL "WINGED" ARMY

TORONTO—Mr. Pearkes, speaking at a press conference before addressing the Royal Canadian Military Institute, forecast new types of aircraft for the Canadian Army and RCAF Transport Command, a fleet of new tankers for the Navy and anti-submarine submarines. He said the Navy "has been going very, very strong in adjusting itself to its new role of dealing with the missile-carrying submarine, but we must improve our tanker force in the immediate future." "And," he said, "don't rule out the possibility of a small anti-submarine submarine squadron. We have not got to the stage of deciding what type we want, but it is under serious consideration by our naval planners." Mr. Pearkes said the use of mass paratroopers will be replaced by the introduction of new aircraft such as the Caribou, now being developed by de Havilland Aircraft of Canada Ltd. If successful, the Caribou will be issued to the Army, he said.



On Tuesday the 18th Feb. The Honorable George Pearkes, VC visited Stn. Winnipeg, and was greeted by G/C G. F. Jacobsen DFC CD as he stepped from the RCAF COMET Transport.

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DEFENCE BUILDING CUT SEEN

OTTAWA—The government has given an indication that defence construction will be heavily slashed this year. Prime Minister Diefenbaker announced recently that an estimated \$80,000,000 will be spent by the Defence Department in the 1958 calendar year for new construction and for maintenance, alteration and repair of existing works. This amount compares with the figure of \$160,000,000 contained in the Defence Department estimates for the fiscal year which ends March 31.

BEAUTY



"THE PAJAMA GAME" GIRL—Blonde and bouncy Doris Day is sitting pretty with her latest musical triumph, Warner Bros.' rollicking version of "The Pajama Game," a George Abbott-Stanley Doren production.

—From Warner Bros. Studio, Burbank, California.

BROWNIES



Golden Hand Group, left to right: Linda Kennedy, Mona Arsenault, Bunny Hancock, Nancy Keenan, Dorothy Skjott, Holly Robinson. Leaders—Mrs. Hazel Smith and Mrs. Monica Hancock.

Last November the 25th Brownie pack began their 1957-58 meetings. At that time eleven Brownies went up to the Guides. Shortly after this, ten new girls entered the pack: Judy Anderson, Barbara Finch, Rose-Marie Gagnon, Heather Hanson, Barbara Jamieson, Wendy Johnson, Gwyneth Jones, Karen Larkin and Pat Spence were enrolled on the 21st of November, and Linda Sifford entered the pack on the 5th of December. To date there are twenty-eight Brownies in the 25th pack.

The Brownies have done well in the proficiency badge department—badges were won by Marilyn King (Thrift, Jester, Knitter), Helen Rioux (House Orderly), Valerie Davies (Swimmer), Linda Stack (House Orderly), Linda Kennedy (House Orderly), Mona Arsenault (Skater), Dorothy Skjott, (Skater), and Holly Robinson (Skater).

The nine new Golden Hand Brownies of the pack are Linda Lee, Nancy Keenan, Linda Stack, Marilyn King, Dorothy Skjott, Holly Robinson, Linda Kennedy, Bunny Hancock and Mona Arsenault.

There are eight new Golden Bar winners: Cathy Logan, Janet Wall, Dale Mayer, Valerie Davies, Bonnie Smith, Linda Fanning, Lauraine Munro and Helen Rioux. At pres-

ent there are eleven girls working on their Golden Bar tests. We received four new transfers recently: Dale Mayer, Mona Arsenault, Holly Robinson and Dorothy Skjott.

The service stars, presented for good attendance each year, went to Dale Mayer, Janet Wall and Beth Logan. Service stars for the second year went to Nancy Keenan, Mona Arsenault, Lauraine Munro, Helen Rioux, Linda Lee, Kathy Logan, Bunny Hancock, Valerie Davies and Boony Smith.

The leaders of this fine Brownie pack, to whom a great deal of credit is due, are: *Brown Owl*, Miss Iris White; *Tawny Owls*, Mrs. Monica Hancock and Mrs. Hazel Smith.

EVEN THE BLIND AID IN SKY WATCH

HALIFAX—With the world a sky-conscious place these days, many stories have appeared concerning our ardent "sky watchers," men and women of the Ground Observer Corps. Ground observers, a unique volunteer group of conscientious men and women, young and old, are ever on watch from the frozen north to the Mexican border. The role played by the Maritime component of this organization is ably led by the officers and men of the No. 7 GOBC Headquarters at Anderson Square in Halifax. Prison guards pacing high grey walls, lonely keepers of lighthouses, the cold Northern desert, barren stretches of sea coast are all sites and signs of GOBC activity. There are many unusual ground observers in the outfit. Blind men who can tell one aircraft from another by sound, country doctors, housewives, all add an unusual zest and flavor to the RCAF's ranks.

"Betty, darling," said the embarrassed young ex-sailor, "before we get married there's something I must get of my chest."

"Of course, dearest," said the girl sympathetically. "What is it?"

The young lover tore open his shirt, exposing a large, magnificently tattooed declaration: "I love Alice."

—E. E. Kenyon in *The American Weekly*

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The Canadian Legion

ST. JAMES BRANCH No. 4



Saturday, Feb. 15th, saw the opening of the new lounge at the St. James Legion clubrooms by His Worship Mayor T. B. Findlay, Mayor of the city of St. James, thus marking another milestone in the history of the branch. The new quarters, with luxurious chesterfields and chairs, coffee tables, games and quiet rooms, board room and kitchen facilities, is a far cry from the dingy smoke-filled room above a pool parlor on Portage Avenue, wherein the St. James Legion was born on the evening of December 19th, 1917. Much has been accomplished in the intervening years, and the present structure stands as an example of what can be accomplished by veterans who chose to serve their fellow-comrades in peace as they did in war. During the opening ceremonies a token presentation of a bed radio, one of one hundred donated to Deer Lodge hospital on behalf of St. James Legion, was presented to Dr. Ike Sutton, who accepted it with gratitude on behalf of the patients at the hospital. We only regret that we could not have given twice as many.

Again we extend an invitation to all service personnel to join us. We can assure you that you will be made welcome and that you will spend many pleasant hours within the clubrooms. As an afterthought, we might point out that ladies in the service are also eligible for membership in our organization, providing that they meet the age restrictions as laid down by the local liquor laws.

CURLING: AN OUTLINE OF DUTIES

Just what kind of a game is this curling, anyway? How do you count? What's the idea of using a broom? Is the lead man the captain of the side? And is the word "skip" just an abbreviation of the skippers that you sometimes see in a chunk of cheese? The last question is always an embarrassing one to the average skip as his mind immediately reverts to some of the easy shots he has missed, and he feels that his questioner is unconsciously getting nearer the truth than he cares to admit. As we have never felt equal to the task of explaining the game in point to the uninitiate, we take the liberty of outlining once more the duties of the respective members of a curling rink as given to us by Mr. W. D. Mair, one-time president of the Port Arthur Curling Club.

THE LEAD—A LOWLY PERSON

This is a very lowly person who throws the first pair of rocks. He is supposed to thank the Deity once a

day in his prayers that he even exists, let alone is allowed to play at bonspiel time. All curlers have served this period of apprenticeship, and it is a remarkable fact that 90 percent of them have never served long enough. He always addresses the skip as "Sir" and the third man as "Mr." This lead person is expected to see that the four pairs of rocks belonging to his rink are on the ice and cleaned five minutes before the game starts. He must do no less than 75% of the sweeping; he is expected to keep the skip fully supplied with cigarettes, and at bonspiel time to purchase at least one bottle of Scotch essence per diem. This is to be consumed by the rest of the rink and the skip of the rink defeated that day, just one drink per defeated skip. He is not allowed over the hog line except when sweeping. He is not experienced enough to have use for any alibis. His curling must be perfect or he is blamed for the loss of all games in which his rink suffers defeat. He may tell the second man what he thinks about the skip but no one else. After many years he becomes a skip if he survives the sarcasm of his associates.

THE SECOND MAN—ANOTHER "MERE MAN"

This person is but one degree removed from the lead. He is expected to do 15% of the sweeping. He also, as the lead, is expected to keep the skip supplied with cigarettes and the third man with matches. He must on all occasions get the rock he is to pick out, otherwise he is blamed for loss of games. His chief duty is to see that the lead does not forget to purchase the bottle for the day and, in case of emergency, to assist the lead in financing the purchase. He is the one who is allowed to insult the lead—the third and skip considering it beneath their dignity to address either lead or second man in conversation—except in cases of emergency or oversight, such as "Where's the bottle?"

THE THIRD PLAYER—A SUPERIOR GENTLEMAN

This gentleman is in a class by himself always. He could skip the rink—in fact, he could skip the rink better than the skip now at the helm. He assumes an air of superiority over all leads and seconds, and one of mere condescension to the skip. He does the remaining 10% of the sweeping. He holds the broom for the skip to shoot, and invariably tells the skip that he should have tried the shot he, the third man, had chosen, and not the one that he, the skip, had just missed. He is the person who uses the chalk for putting up all points made by his side (if any); he then

gives the skip the occasional cigarette, lends him a match, and gives him a lot of unsolicited advice—generally embarrasses and befuddles the skip as much as possible so that, when the game is lost, he can say (with some apparent justification) that he should be skipping. This is the highest compliment you can pay a third man—that he should be a skip. They admit it always, but labour on in an air of martyrdom in the good of the cause. His principle qualification lies in being able to suggest to the lead what brand to purchase for the day's consumption; he is supposed to be very discriminating and sees to it that only the very best brands in the very largest bottles are purchased. He can, on occasion, offer faint words of praise if the skip, by superhuman efforts, has pulled the end out of a mess. He never—no, never admits that his rocks have been misplayed by himself. His work is always perfection. If there has been a lapse it is the fault of the sweepers or gross misjudgment on the part of the skip.

THE SKIP—THE IDEAL CURLER

He is the gentlemanly sportsman who gets up the rink, often sacrificing valuable time to the interest and entertainment of three other curlers who wish to play in the bonspiel. He does none of the sweeping. He merely holds the broom and his own temper while the rest of the rink miss the one and strain the other. He is supposed to be experienced and to make all decisions. He must keep a stiff upper lip and not blush when he overhears the rest of the rink giving his character reading to various onlookers. If, in the case of pure accident, the rest have fallen down badly, he must assume a cheerfulness and endeavour to rake the game out from under sad defeat. His chief delight and happiest expectation is to have the privilege of putting on guards with both rocks. This privilege is always denied him. He has to knock out shots when he can only see an eyebrow. He must draw in to the button, making it by eights of inches. He must play a runner shot and a draw the next. He must take out four rocks with one shot, and then lay on the button and generally make himself useful, knowing that if he wins his rink gets the credit and if he loses he alone bears the blame. He must have the patience of Job and the aggressiveness of Napoleon, but he must never complain or he will be classed as a poor sport. Life with him is just one crisis after another. He generally find himself without a friend in the world after the bonspiel is over. We ask your sympathy for the skipper.

The author was undoubtedly a skip.—Ed.



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THINGS TECHNICAL

(Continued from page 27)

time favourite available this year—the Super Cub “95”, powered by a Continental 90 h.p. engine, and the “150”, with the Lycoming 150 h.p. engine. The “95” is widely used by clubs and training schools while the “150” enjoys wide popularity in the commercial field. Prices: The Super Cub “95” sells for \$5,695, while the “150” is priced at \$7,150. (All prices quoted are FAF Lock Taven, Pa.)

STATISTICS:

| | Tri- Apache | Super Pacer | Super Cub* |
|---|----------------|----------------|---------------|
| Gross Weight (lbs.) | 3,800 | 2,000 | 1,500 |
| Useful Load (lbs.) | 1,570 | 890 | 700 |
| Wingspan (ft.) | 35 | 29.3 | 35.3 |
| Overall Lgth. (ft.) | 27.1 | 20.6 | 22.4 |
| Height (ft.) | 9.5 | 8.33 | 6.7 |
| Cruising Speed (m.p.h.) at 75% power | 171‡ | 134‡ | 100 |
| Top Speed (m.p.h.) | 183 | 141 | 112 |
| Stalling Speedd (m.p.h.) | 59‡ | 49‡ | 42 |
| Absolute Ceiling (ft.) | 22,000 | 19,000 | 17,750 |
| Fuel Consumption (U.S. gal./hour) | 18.8 | 9.0 | 5.0 |
| Cruising Range (miles) (at 75% power) | 950 | 655 | 360 |

*Super Cub model “95” figures quoted.
‡7,000 ft. altitude.
‡with flaps fully extended.

WOMEN DRIVERS

(Continued from page 19)

standing of the situation in the usual female manner (“I know, I know”). The male motorist then took the wheel of his car and waited for the women to line her car up and begin pushing. He waited and waited and nothing happened. Amazed at the delay he twisted around in his seat and looked through his rear window. His eyes widened with astonishment and then horror as the woman driver drove her car into the rear of his at 30 mph! “Really ladies!”

And what of mathematicians. Einstein is renowned as a great man, a genius in fact. However, few people are aware this mathematical genius was inspired by figuring his chances of survival in crossing a street full of women drivers.

And what of nuclear physicists? Obviously man has decided the highways of the future must be devoid of female drivers. The result; his superior mind and hands have devised the “Sputnik” and in the end the rocket ships will take him at last to a place where women drivers are no more.

**PATRONIZE YOUR
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UNIVERSITY PROFESSOR GIVES DRAMA CLUB EXCELLENT RATING

“Far better than many presentations that I have seen in the finals of the Dominion Drama Festival,” was the verdict of Professor George Brodersen, University of Manitoba, regarding the RCAF Drama Club’s production of “Detective Story.” In a complete and thorough survey of the play, the professor congratulated director Chuck Evans for an “extremely competent presentation of a very difficult play.” The adjudicator had the advantage of a complete knowledge of the play, having produced it himself previously, and did not miss a single point of the treatment. He was impressed with the authentic setting and lighting arrangement. The adjudicator commented on all portrayals and found them all very well carried off.

Professor Brodersen liked the general mood and pace of the play but pointed out that several accents were not authentic. His major criticism, which he described as “a minor one,” was that too much action took place upstage and behind furniture. In conclusion, the adjudicator stated that for the evening’s performance the final and real judges were the audience. From the enthusiastic response, the play was clearly a great success.

VOXAIR CROSSWORD PUZZLE

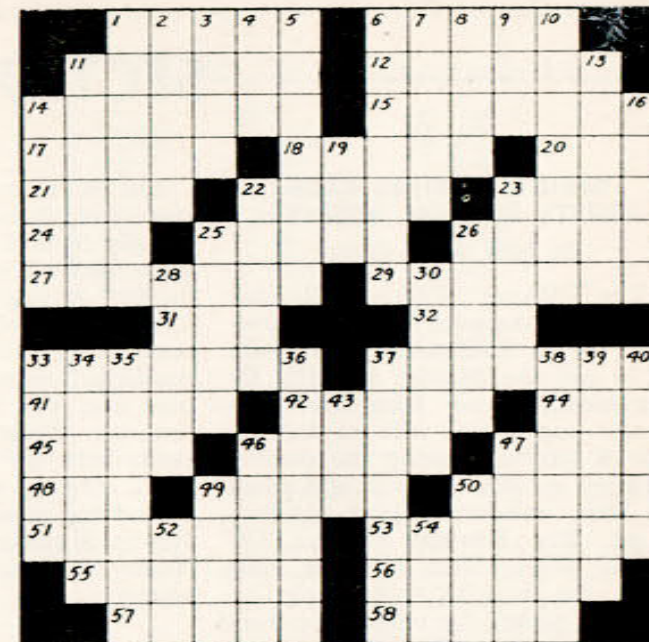
ACROSS

- Car model
- Great stories
- Rug
- Garden flowers
- Kale
- Unreliable
- The Ram
- Countrified
- Triple
- Cause to adhere
- Infuriated
- Winter vehicle
- Southern general
- Nebraskan rail center
- Public spat
- Pert. to summer
- Boxing partner
- Seine
- The ——— Khan
- Satellite nation
- Aids forgetful actors
- Solemn approvals
- Fathers
- Line of seats
- English dune
- Serfs
- Tiny particle
- Wing
- Standing apart
- Surfaced for traffic
- Steady
- Embodiment
- Rent payer
- Nook
- Beach covers
- Dark of skin

DOWN

- Some of the President’s advisers
- Sphere-shaped
- Poison tree of Java
- Fix the prices
- Undying
- Jagged ranges
- Clothe
- Lass

- Al Jolson’s original first name
- Pioneer
- Dental decay
- Police car screamer (var.)
- Heavy rope
- Apple delicacy
- Word from an Indian
- Superior violin
- Beat It!
- Baker’s chambers
- Pudding starches
- Senseless
- Trims
- Electronic detector
- Scrambled eggs
- Households
- Arranges in groups
- Chooses
- Officer of the military police
- Indian poles
- Scandinavian
- Daughter of Cadmus
- Largest African antelope
- Mother
- Man’s name
- Size of type
- Actress Markel
- Church seat



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

Answer to this puzzle will be found on page 35.

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SECTION NEWS

OFFICERS' WIVES CLUB ASSISTS STATION HOSPITAL

By MRS. D. C. EVANS

The Officers' Wives Club continues to take part in various projects on the Station. Latest of these is to aid the Station Hospital by purchasing lawn furniture. The chairs and tables will be for the use of patients during the coming summer months and will add much to their comfort during confinement. Mrs. Edward Fonstad, Officers' Wives Club member, also gave the hospital some help by making covers for magazines from old x-ray plates. Mrs. Fonstad has made several and has also taught other OWC members in order to be able to have this as another of the Club's continuing projects.

The wives meet each month on the first Tuesday. Meetings are usually held in the Officers' Mess. Last month they made use of the larger seating capacity of the Drama Club where a fashion show was presented by a Winnipeg modeling agency. One of the models was Mrs. Reg Sinyard, OWC member. Other models were students from the school.

All officers' wives are invited to attend the meetings. Mrs. R. C. M. Bayliss is president, and Mrs. D. C. Evans heads the welcoming committee.

STATION INFIRMARY

The time has once again arrived when everyone tries to get that last three weeks of leave in before

April 1st. Our section of course no exception. Temporary duty is another few of the staff does not help this situation either. We are now faced with the shortage of Cpls. Brian Hunt and Wally Matthews, who are taking in the Medical Assistants' Supervisory Course at Aylmer, Ontario. They are expected to arrive back during the first week in April.

Nursing Sister Norah Barker took an interesting trip to Churchill a few weeks ago, where she acquired a number of patients for evacuation to The Pas and Winnipeg. Of these patients four were victims from a civilian aircraft crash North of Churchill a few days previously.

Our regrets are certainly felt with the loss of F/L John Hicks, one of our senior Staff members, whose release was recently finalized. Dr. Hicks was an amiable "chappie" and was very popular with the Infirmary Staff as well as with each of his patients. On behalf of the staff, we wish Dr. Hicks every success in his civilian practice.

(For the information of personnel wishing to engage Dr. Hicks as their "family doctor," his office is located in the Medical Arts Building, 404-406 Graham Ave).

CPL. DEL KISCHEL

LIGHT TOUCHES

By RON BAYNES

A flight cadet in a Harvard was having trouble getting his landing-gear down. "What's the matter" asked the instructor over the intercom. The Flight Cadet, thoroughly confused, pressed the wrong switch and answered on Tower Frequency. "I don't know" he said plaintively. "I'm all up." There was a brief and ominous silence, then the Tower boomed sternly: "Aircraft using obscene language on this frequency, identify yourself immediately." Another pause, then the voice of the cadet cut in again. "Sorry Tower, I'm not that up."

Appended hereto are a list of sentences, all of which convey different meanings to the educated ear, although in content they are identical. The trick is to catch the inflexion on the *italicized* words:

So this is your Travel Claim:
So *this* is your Travel Claim:
So this is your Travel Claim:
So this is *your* Travel Claim:
So this is your *Travel* Claim:

We're on to your little swindle my lad.
It's a horrible mess. Resubmit.
Denying it won't help you now.
We've been just waiting for you to show up.
This one will bounce for sure.



"Better find another spot for that sign, Johnson."

SOLUTION TO CROSSWORD PUZZLE ON PAGE 37

| ACROSS | | DOWN | |
|-------------|-------------|-------------|-------------|
| 1. Coupe | 53. Aga | 1. Cabinet | 26. Sagos |
| 6. Sagos | 33. Romania | 2. Orbed | 28. Inane |
| 11. Carpet | 37. Prompts | 3. Upas | 30. Pares |
| 12. Irises | 41. Amens | 4. Peg | 33. Radar |
| 14. Cabbage | 42. Sires | 5. Eternal | 34. Omelet |
| 15. Erratic | 44. Row | 6. Sierras | 35. Menages |
| 17. Aries | 45. Dene | 7. Array | 36. Assorts |
| 18. Rural | 46. Esnes | 8. Girl | 38. Provost |
| 20. Tri | 47. Mote | 9. Asa | 37. Prefers |
| 21. Bind | 48. Ala | 10. Settler | 39. Totems |
| 22. Angry | 49. Aloof | 11. Caries | 40. Swede |
| 23. Sled | 50. Paved | 13. Sirene | 43. Ino |
| 24. Lee | 51. Regular | 14. Cable | 46. Eland |
| 25. Omaha | 53. Epitome | 16. Cider | 47. Mater |
| 26. Scene | 55. Tenant | 19. Ugh | 49. Alan |
| 27. Estival | 56. Recess | 22. Amati | 50. Pica |
| 29. Sparrer | 57. Sands | 23. Scram | 52. Una |
| 31. Net | 58. Swart | 25. Ovens | 54. Pew |

TARMAC TALES

By F/S J. B. REARDON

Greetings and hallucinations, all you lucky people, welcome to the sixth edition of Tarmac Tales, that mighty saga of the trials and tribulations, joys and sorrows of that ever loving Servicing Squadron.

With the coming of spring we have a considerable number of postings to report. Yes! Servicing is taking in some new blood and we wish to take this opportunity to wish all the newcomers welcome, and to say farawell to those who seek their fortune in Repair Squad-

ron: may they continue to spread the good word.

I see by the lists of transfers that both my correspondents in number four hangar, Cpl. Carnahan and LAC Redmond, have been posted to Repair; I will now have to do a bit of arm-twisting to FS Fisher-Smith, the new NCO i/c four hangar, to get a couple of replacements. May I take time to thank both Cpl. Carnahan and LAC Redmond for their efforts in the past on behalf of Tarmac Tales, and may we still hear from you occasionally.

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They're All
"COMMUNITY" HOTELS

Number four hangar has a total of three NCO's and seven airmen posted to Repair, plus an exchange posting in Servicing as FS "Norm" Dixo and FS "Frank" Fisher-Smith trade places. The three NCOs who leave for greener pastures are Sgt. Smith, Sgt. Hays and Cpl. Caranahan, while the number of men to make the switch include LACs Cowson, Keith, Hines, Bourrie, Bourdeau, Reed and my ex-correspondent, LAC Redmond.

Entering the hallowed halls of number four hangar as replacements from Repair we find Sgt. Day, Cpl. McIsaac, LAC McDonald, LAC Provencher and LAC Kiss.

Another well-known character will be entering the ranks of four hangar as that pipe-smoking philosopher LAC Stock (our squadron "stage coach driver") has been de-horsed by LAC Lebrun who now takes over the driving duties of the Servicing Pick-up truck. We will miss our daily bit of philosophy, but maybe LAC Lebrun will learn to smoke a pipe. Best of luck to LAC Stock in his new job, don't forget to drop around some time.

While all this hustle and bustle has been going on I am glad to report that the home front is showing the usual high rate of progress that Servicing Squadron is noted for, and we find congratulations are in order to LAC & Mrs. "Harry" Schmidt of number four hangar and to LAC & Mrs. Belbeck of number eleven hangar on the

births of their new sons, and also to Cpl. & Mrs. MacDonald on the birth of their baby daughter.

Things in eleven hangar are quite busy at this time with a good deal of flying going on and bags of excitement (?) on the ground. Recent transfers to Repair include LACs Long, Martin, Sharples, Leonard and McKay. The newcomers to eleven hangar from Repair are LACs McMahon, Greenan, Gilmore, Buchan and Parsons. We also lost LAC Newman to Station Saskatoon and LAC Greenly on release.

The gang in two hangar have been having themselves a time these last few weeks in more ways than one, and with the influx of new blood to the hangar we look forward to bigger and better

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things. We welcome Sgt. "Farry" Horner and Cpl. Topp to the fold and bid fond farewell to Cpl. Kostelnik, LAC Patterson and LAC Auger, wishing them all the best in their new jobs.

In order to create interest in the *Question of the Week* program, the NCO i/c two hangar is offering a prize of each, one, hangar door, slightly used, suitable gift wrapped to the entrant who best answers the question of the week in a narrative of 500 words or less. Each entry is to be accompanied by a certified check of \$10.00 to cover the cost of gift wrapping and mailing. This is a splendid opportunity to win something you have always wanted and one never knows when he may have to take pen in hand

and ink a few well chosen words.

With the coming of March, the last frantic rush of leave has come pouring in as everyone tries to get the remainder of his leave in before the end of the year many familiar faces are missing from the fold these days; living it up on the outside in this glorious Manitoba weather. Have fun fellows. I'll be with you for sixteen days, so until we meet again in the next issue, take it cool.

V.M.E. NEWS

By CPL. M. V. GANGE

The month of February draws to a close and we will be deep into March before you read this. March brings the first day of spring and warmer weather, which all are looking forward to.

First off this month we wish to welcome LAC COUGHLIN to our section. He came to us from Station MacDonald. We hope he enjoys his stay here.

February brings the Bonspiel and the curlers' chance to howl. It was good to see so many rinks entered in the biggest Bonspiel in the world from the RCAF Station in the Province. I'm sure you all had your two dollars and fifty-cents worth. Sections all over the station had people curling and ours was no exception. F/O Tomlinson was on a rink with three other officers and WO1 Taylor curled with three other senior NCO's. The rink from our own section consisted of George Lesage as skip

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with help from Alex Thom, T. B. Wilson and two hundred and four pound Ellis. They may not have been any world-beaters but they did have revenge on one rink who beat them, and did not have to go to the ice lanes to do it. But that's another story. The boys say they will all be back next year though. The V.M.E. Volley Ball team is well on the way to another league championship. They should take all the laurels again this year as long as Stan Fletcher does not have another run-in with Mr. Globelite. Spike Davies and *Second-Story* DeGrave should be able to hold their own in the top spot.

Congratulations are in order to LAC Crook who recently took the big step and is now on S.A. All the best to you and Mrs. Crook.

Farewell at the same time to Mr. Carlson, who has left the security of the Civil Service to open his own T.V. repair and appliance shop here in the city. We wish you all the luck in the world, and we will all miss you.

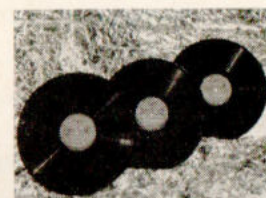
**111 COMMUNICATIONS
& RESCUE**

By CPL. A. GARDINER

The January and February issues of *Voxair* have given our readers some insight into the workings of 111 C & R Flight. In the January issue, the feature article dealt with one component of our team—the Aircrew side of the team. Now we will introduce you to the other component—the groundcrew team.

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To accurately picture 111 C & R Flight at work you must visualize a round-the-clock operation, seven days a week, with each of the three shifts ready at a moment's notice to handle any emergency. The usual day in Servicing starts at 7:30 A.M. with the marshalling and preparation for departure of the many transient and unit aircraft; the boys see to it that all of our visitors get the "best service in Canada" that has become a tradition with "111." The Search and Rescue aircraft get the final once-over to make sure they are ready, if needed. Just normal routine. Then abruptly the routine ends as the 'Squawk Box' springs into life:

10:53 Hrs: "OPS . . . 111—standby . . . we have an aircraft overdue at

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the Pas from from Churchill . . . **STANDBY FOR SEARCH!**" The NCO in charge of Servicing immediately contacts the aircrew side and is told the number of aircraft that will be required for the search.

10:55—Line crews move out with tractors and tow bars and move the search aircraft into position for the start-up. They line up two Dakotas and two Otters.

10:58—The crewmen assigned to the search aircraft move out and, with the aid of the Servicing crews, start the engines of their aircraft. After they are warmed up they carry out a full ground-power run. The aircraft are ready to go

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11:00—Meanwhile, in Servicing the tempo has also increased. 'Spotter' Crews are picked from the ground personnel and are directed to the Ops Briefing Room where they are briefed by the Search Master on just what they are looking for.

11:40—Just forty-seven minutes after the first alert, the Aircrews, Para-Rescue jump team, Spotters and Crewmen board the first Dakota and take off for the search area. The ski-equipped Otters follow right behind, while the second Dakota stands by.

The base of "Operation — Lost Plane" will be at the Pas, so a mobile maintenance team assembles all the spare parts and necessary equipment they will need to service our aircraft at the Pas. Having completed this, they become "part and parcel" of Operation—Lost Plane.

During this preparation for the search the normal routine is still going at '111,' even though the search takes top priority. Transient aircraft (both regular and VIP) continue to come and go, and they must be given 'Canada's Best' as usual.

So you can see that just one eight-hour shift at '111' can be a very full day, indeed—gratifying, too, when the word finally comes through from the search base: "Plane found . . . Crew and passengers safe and well."

Now that our readers understand

the workings of No. 3 Hangar the writer would like to show how we relax and play.

Hockey, of course, is the main winter sport. Between our FS G. R. Buchanan, the manager of the Station team, and Cpl. J. F. Alexander, the Equipment Manager, worrying over how they can help to wangle the RCAF Training Command Cup for Station Winnipeg is a big order to fill. In their spare time they are trying to re-organize 111 C & R's

local hockey club, entered in the Inter-Section Hockey League, into a Championship club.

At the time of writing, the 111 C & R team is one game up on the Armt/Telecom combine, having defeated them 2-0 on the last outing. Only time will tell, but if spirit and drive counts 111 C & R should go a long way.

Volley-ball and bowling are also highly competitive sports in 111 C & R. FS G. E. McIntosh handles

the bowling and Cpl. R. C. Russell of the Electrical Section handles the Volley-ball.

The Unit Entertainment committee is presently arranging a Spring Dance for 111 C&R personnel and their guests and after a good reception shown to the mix Xmas party the writer feels that "come 17th May we'll shake our man winter from under our feet."

Now for a few bright sayings from around the Hangar.

It seems that recently an American Dakota (a *Charlie four-seven*) arrived and on board was their Texas-born crew chief, Cpl. R. J. MacNeill. Asked the Crew chief, "Quote: 'Did you oil-dilute your Aircraft?'" Replied the crew chief: "What's dat stuff Oil-Dilute? We're from the deep south. Hang, man — it's warm down there. What's this stuff Oil Dilute?" J. R. MacNeill is still trying to find out.

Sgt. D. A. Wolkers favorite expression, especially coming on the night shift: "Gad—look at that board tonight, and me short-handed."

Well that's 30 from 3 Hangar for this issue.

EDUCATION EDICTS

By CPL. SAM SIMPSON

We welcome Cpls. Glaab and Hanishewski, E Tech. and I Tech. instructors, to our section. Our total of six Cpl. instructors have been promoting the school of thought into the minds of those preparing for "Trade Examination Day," Tuesday, the 15th of April. There

will be approximately one hundred personnel of the four trades (AE Tech., AF Tech., I Tech, and E Tech.), and well over a hundred candidates of the remaining trades attempting these trade exams. We wish them one and all the very best of luck.

A classes have been in progress from the 27th of January to 21st of March, covering the Basic and General of the AF and AE Trades. The trade specialists will be covered up to the 11th of April '58.

A reminder that the Group 4 exam will be held on the 22nd of May, and the Qualifying Exams for Flight Sergeants and Corporals are scheduled for 28th and 29th of May. CAP 488s and QR (AIR) are available at the Station Library. There will be a supplement to CAP 488 containing the required AFAOs available, about April 1st. Candidates intending to write these qualifying examinations are urged to commence studying now.

The education staff wish to extend their wishes for Miss Lela Radzyminski's speedy recovery. Miss Radzyminski underwent a serious operation at Misericordia hospital on 18th of February.

Flight Sergeant Nelson is now holding down Servicing Orderly Room and Flight Sergeant G. R. Logan cracks the whip around the education section.

"MOTIVATION"

For all personnel writing Exams, "Remember that a failure means A STEP BACKWARDS—so keep in step."

It was noted that there was an overall improvement on the last trade examinations, and we are expecting to see further improvement on the April 15th board. Remember that studying pays off.

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Front Row: P/O G. R. G. Lewison (Nav), P/O R. J. Hickson (Nav), F/O J. H. Gwynne (Nav), F/O J. C. Pilon (Rad), P/O R. Wiltshire (Nav), F/O J. G. Levesque (Nav), F/O R. A. Zwick (Nav). Middle Row: F/O A. W. Scott (Nav), P/O G. R. Endersby (Nav), F/O R. A. Upper (Rad), P/O W. J. Cullen (Nav), P/O P. Jackson (Nav), P/O J. W. Fidler (Nav), F/O J. Nicol (Nav), F/O J. R. Ruohoniemi (Rad). Rear Row: F/O K. R. Patrick (Rad), F/O M. J. Tarnowski (Nav), F/O R. C. Caithness (Rad), F/O G. W. Sherwood (Rad), P/O C. P. Kimber (Nav), P/O M. C. L. Herring (Nav), P/O B. J. K. Rustom (Nav), P/O S. D. Lawrence (Nav), F/O R. H. Smith (Nav).

Twenty-five student observers were presented with their observer wings on 14th February 1958 in graduation ceremonies held at 2 Air Observer School RCAF Station Winnipeg. The graduates were members of courses 5616 (Applied Radio) and 5617 (Applied Naviga-

tion). The officer presenting the wings was A/C Commodore M. D. Lister, CD, Chief of Plans and Intelligence, Air Force Headquarters, Ottawa.

Honour graduates of their respective courses were Pilot Officer GRG Lewison (App. Nav.) and Flight Cadet J. J. R. Ruohoniemi (App. Radio). The graduation of Pilot Officer Lewison highlighted the wings parade. He holds the distinction of attaining the highest marks average compiled by one student since the opening of 2 Air Observer School in 1951.

Another feature which set this wings parade apart from others was the presentation of Radio wings to Flight Cadet Kenneth R. Patrick by his father Group Captain K. R. Patrick (RCAF Aux.). Group Captain Patrick is the president of Canadian Aviation Electronics.



F/C Kenneth R. Patrick receiving his Radio Wings from his father, G/C K. R. Patrick (RCAF Aux.)

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