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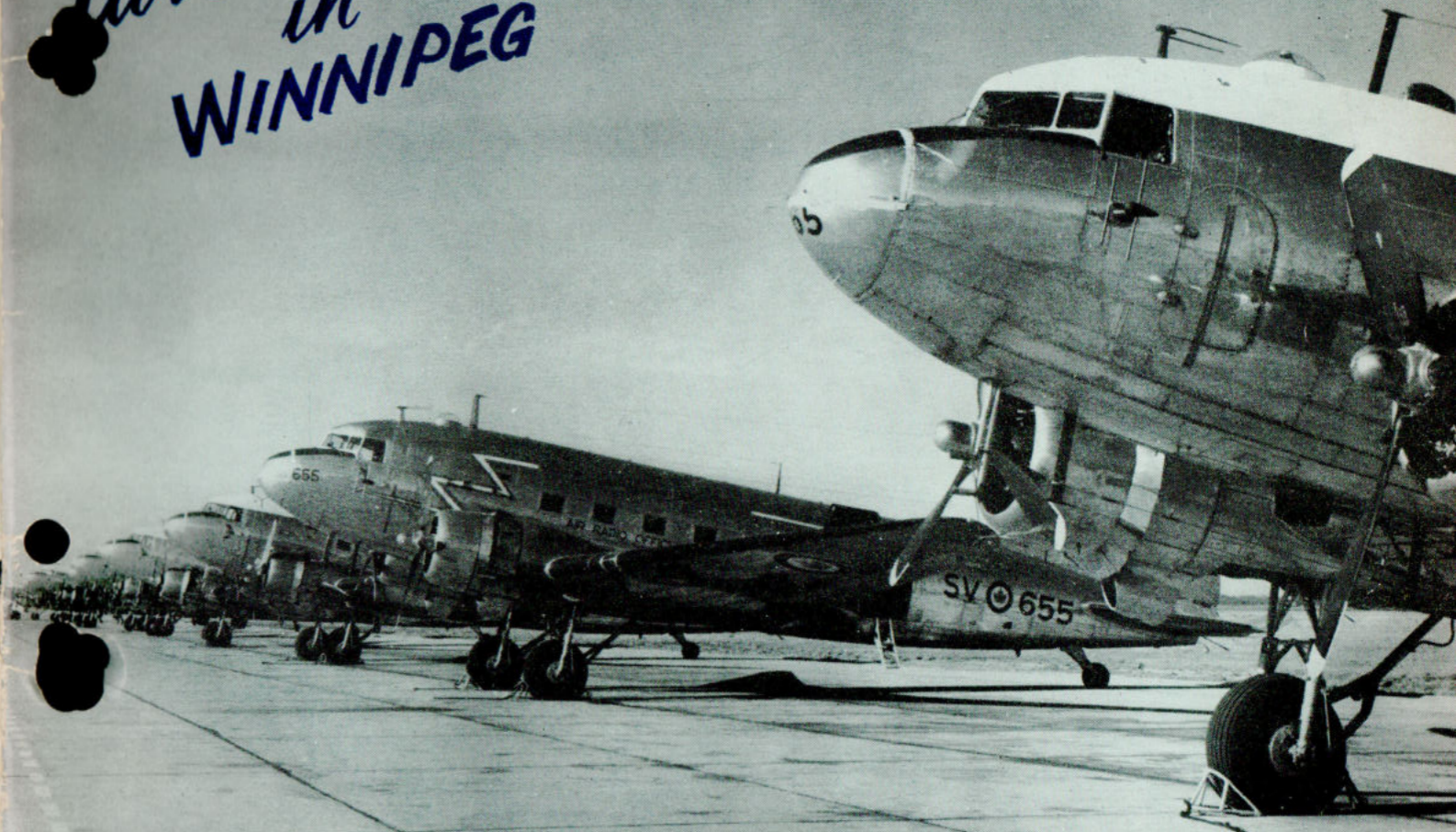
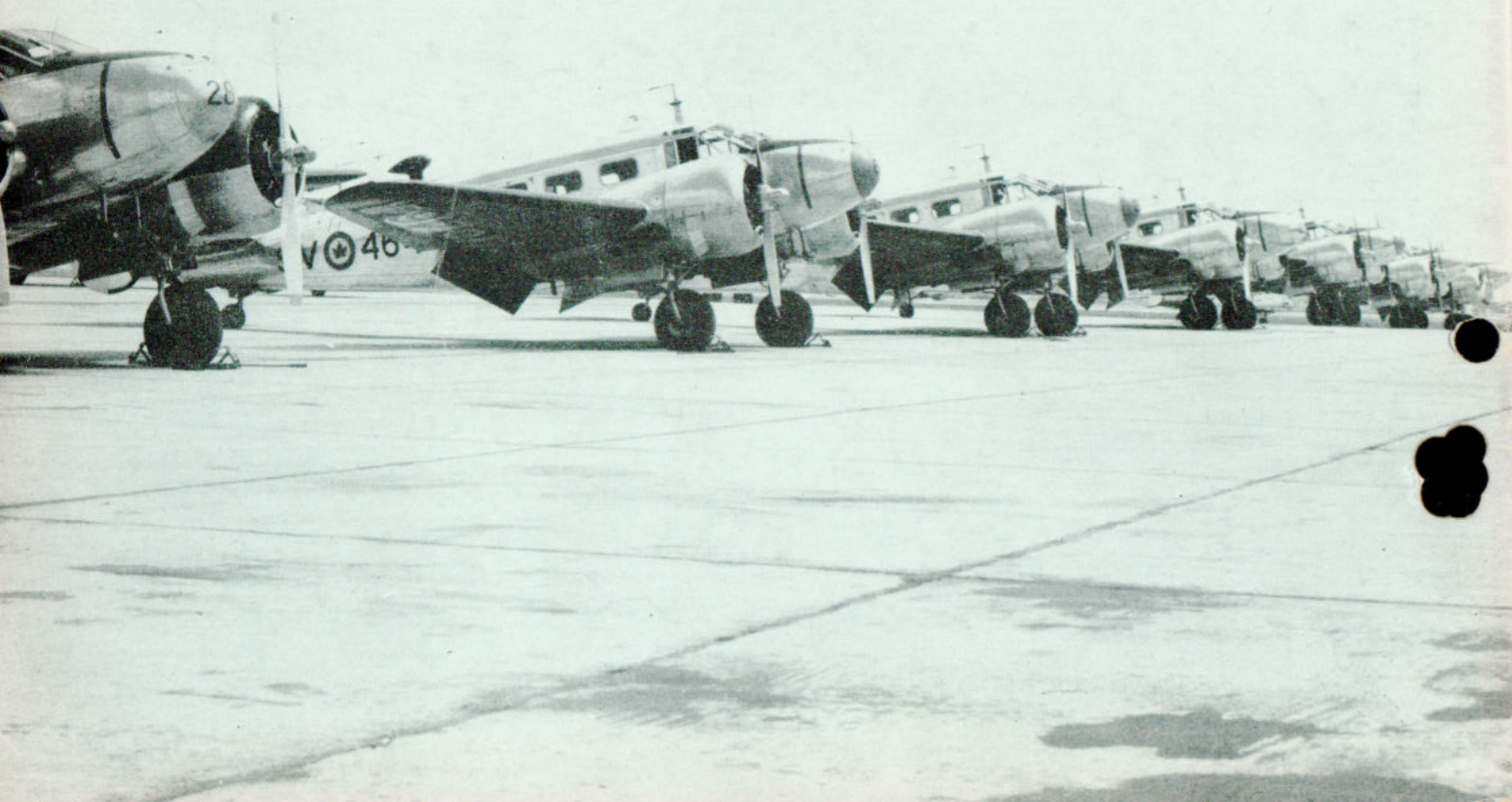
Volume 7 No. 6

VOYAIR



An Airforce Newsmagazine

*Air Force Day
in
WINNIPEG*



JUNE 14TH

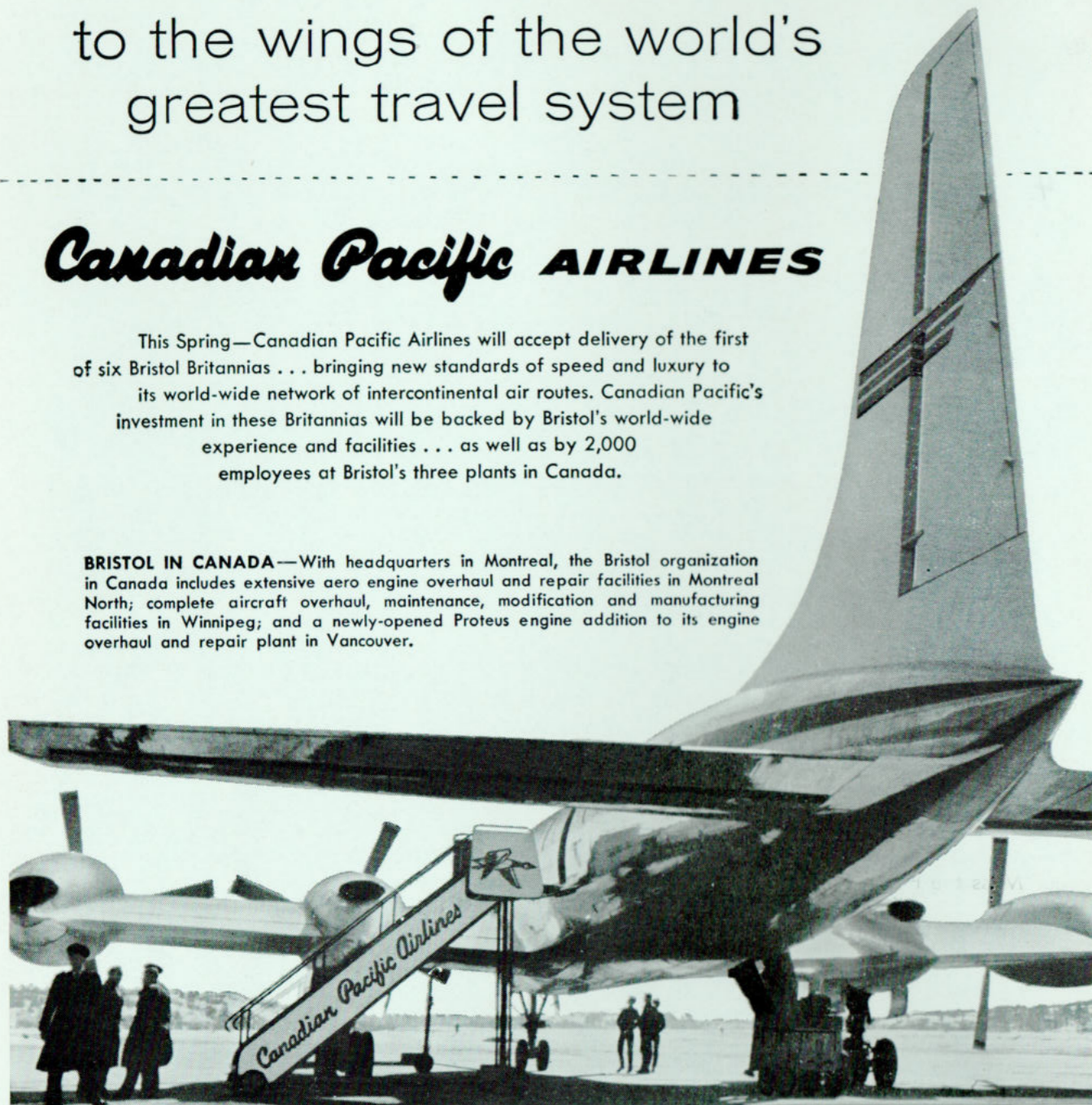
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AN AIRFORCE NEWSMAGAZINE

VOLUME 7, NO. 6

JUNE 1958

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Cover Story

FRONT COVER: photo by Don Askett

BACK COVER: photo by Dave Spearing

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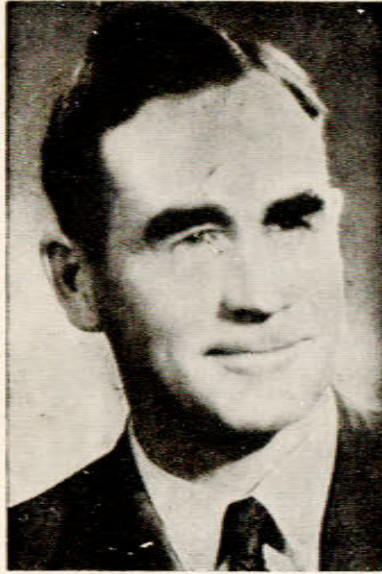
MOTOR EDITOR

CPL. RON BAYNES

REWRITES

Eastern Office

F/O Harry O'Hara (Res.)
Montreal, P.Q.



Canadians have never been more conscious than they are today of the potentialities, challenges, and dangers of the air. Because of this increasing interest the vital role of the Royal Canadian Air Force has become more and more appreciated. Canadians look to their Air Force for defence in the skies—and look with confidence. From the Air Force's proud record of achievement in the past comes our best assurance for the future.

Air Force Day gives all of us an opportunity of seeing, at first hand, some of the essential work being done by our Air Force, and it is also an occasion on which we can pay tribute to the men and women who man it.

It is, therefore, with great pleasure that I extend, both on behalf of the people of Manitoba and personally, my sincere best wishes and congratulations to the Royal Canadian Air Force on Air Force Day.

DOUGLAS CAMPBELL,
Premier of Manitoba.

As the years pass, "Air Force Day" is becoming established in our community as a tradition to be observed and participated in by as many of our citizens as possible.

In this era of guided missiles we are conscious of the part our Air Force plays in zealously guarding our country.

To the members of the Air Force, I extend, on behalf of our citizens, the most sincere good wishes. I am sure that "Air Force Day" will be an outstanding success.

STEPHEN JUBA, M.L.A., Mayor



Once again it is my pleasure to extend heartiest greetings to the Royal Canadian Air Force on the occasion of "AIR FORCE DAY."

Our relations with Air Commodore H. H. C. Rutledge, Group Captain G. F. Jacobsen, all the officers, and the men and women of our local Air Force establishments have been extremely happy. All have participated actively and made every effort to advance the fine community spirit which prevails in our City of St. James. We are pleased to have them in our midst to share with the civilian population the responsibilities of citizenship in a world at peace.

It is a privilege to have this opportunity to extend congratulations and all good wishes to the "AIR FORCE" and to wish you well on behalf of myself, our Aldermen, and the citizens of St. James — not only on the occasion of "AIR FORCE DAY" — but always.

THOS. B. FINDLAY, Mayor



Being in and part of a large urban population brings particular responsibilities to all ranks at RCAF Station Winnipeg. In these circumstances you are individually and collectively associated directly and indirectly with more people of the community than is the case at a number of other RCAF stations. You will, therefore, be particularly interested in acting as host to many of your friends.

Your station has always been particularly active in promoting good public relations and you have done this in a number of unique ways. Nevertheless, the number of citizens I meet who admit that they have never seen our Service home, place of business and facilities, frequently surprise me and I hope that many people will take advantage of this opportunity to visit and become better acquainted with this portion of the Royal Canadian Air Force.

H. H. C. RUTLEDGE
Air Commodore

Group Commander 14 Training Group, RCAF



On behalf of the Officers and Airmen of R.C.A.F. Station Winnipeg, I would like to extend a warm welcome to the citizens of Greater Winnipeg and District who attend our annual Air Force Day display on June 14th.

The displays you will see will illustrate the work carried out at R.C.A.F. Station Winnipeg, including No. 2 Air Observers' School, which trains Navigators, Radio Officers and Airborne Interception Operators to "Wings" standard; Central Navigation School, which provides advance training for instructors, "junior staff officers, and specialists in the field of navigation, radio and airborne interception; Communication and Rescue Flight, which is responsible for Search and Rescue Operations in the Central Canada Area; No. 3 Communications Unit, which is the Winnipeg link in the Trans-Canada electronic communications system; and the various activities and facilities which provide the central support operations for these units. In addition, you will see aircraft and equipment currently in use at operational units throughout the country.

We are proud to have this opportunity to show you some of the equipment, facilities and techniques which go to make up your Air Force. It is our sincerest hope that your afternoon with us will be enjoyable as well as informative.

Group Captain
G. F. JACOBSEN, D.F.C., C.D.,
Commanding Officer R.C.A.F. Stn. Wpg.

HAVE SPACE SUIT, WILL TRAVEL



By
HARDY
HOOVER

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of the Editor, Skyline Magazine,
North American Aviation Inc.



Getting away from earth, space men will go through several layers of atmosphere before getting into true space.

THE Sputniks and Explorer I got the black headline treatment in the world's newspapers—deservedly so. After all, they inaugurated the Space Age. But there are greater triumphs to come . . . satellite retrieved intact . . . satelloid (manned) safely back . . . rocket to the moon . . . manned trip to the moon and around it . . . colony on the moon . . . scientific trip to outer space . . . permanent space laboratory . . . trip to a planet in the solar system . . . and far beyond . . .

The conquest of space is a creep-before-you-walk proposition, proceeding along carefully planned stepping stones, and with accuracy a priceless ingredient.

Space will be conquered in stages, with dashes being made from well-stocked bases—the Mt.

Everest technique. The first discoveries will perhaps come from the six "shells" and shields of earth's own atmosphere: the troposphere, generating earth's weather and seven miles "deep," a mile above Mt. Everest; the stratosphere, with high velocity air currents extending up to 20 miles; then the chemosphere, to 50 miles, the huge photochemical lab which processes the sun's ultraviolet energy, makes airglow of infrared, and sometimes blacks out radio; the ionosphere, between 50 and 250 miles in altitude, whose seething ions cause electro-magnified fields, and mirror certain radio waves; the mesosphere, to 600 miles; and the exosphere, the critical level at about 625 miles from which particles escape gravity, and air thins out into interplanetary space.

These six atmospheric shells will wake up the space traveler to phenomena quite different from those observable at the earth's surface. These upper atmospheres of ours are immense laboratories where matter and energy mingle. Work here may yield basic knowledge about gravity, cosmic rays, magnetic storms, etc.

Satellites, whether artificial (man-made) or natural (like the moon) are kept in orbit by two forces. One is "centrifugal" flying-away-from-the-center force due to velocity of the satellite. The second is that force which attracts a body inward toward the center of a mass. This is gravity.

Held in Orbit

When the two forces balance each other and an artificial satel-

lite is in its orbit, travel therein continues indefinitely. The force of gravity is at right angles to the satellite's directional motion, and holds it in orbit much as a string holds a flying model airplane. The pull of gravity causes the path to be a curving one, but does not effect a change in speed.

Dr. R. E. Robertson, a nationally known guidance engineering authority at Autonetics, (a division of North American Aviation Inc.), says that six data — three position and three velocity components — observed at any point after the final burning stage of a rocket motor, are sufficient to determine what orbit an artificial satellite has achieved.

But boosting a satellite into orbit is an accomplishment that will pale before the shining achievement of

getting a manned space ship to the moon and back.

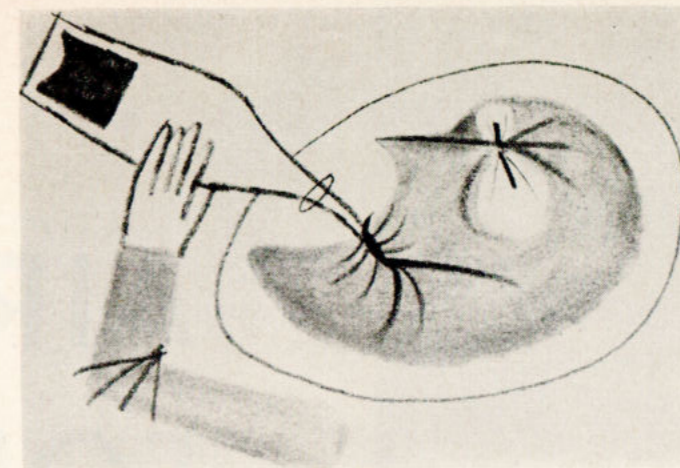
A space ship bound for the moon is essentially a guided missile because its course is programed to intercept the moon. The mass of the moon is only one-eightieth that of the earth and it is nearly 238,000 miles away, revolving 2,300 miles per hour. (Imagine trying to hit a meteor with a peanut.) A schedule error of three minutes could cause a miss by one hundred miles. It will take excellent pre-flight planning

and correct instruments to make such an intercept.

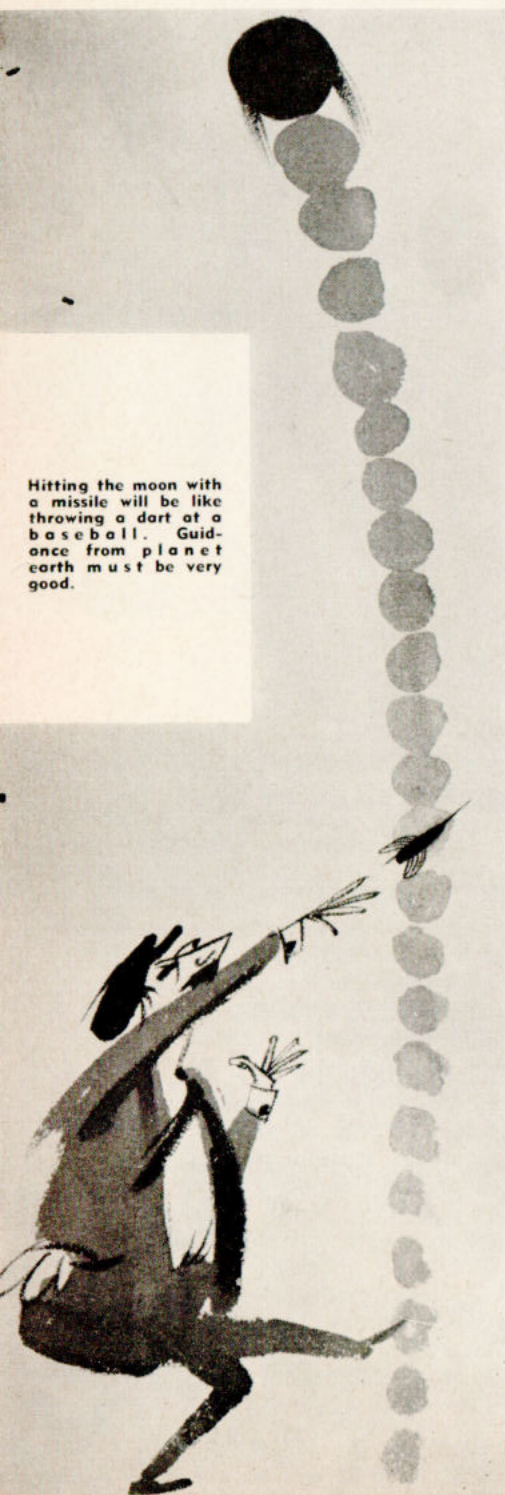
Takeoff point for the moon and other planets in the future may be outside the pull of earth's gravity at a space station perhaps 1,000 miles up, and moving some 16,000 miles per hour. From here, an increase in speed will start the space ship circling outward toward the moon. Instruments, electronic and electromechanical, are man's navigation system and insurance policy for a successful round trip.



We will crawl before we walk in the coming conquest of space.



Lack of gravity will produce odd problems for the space man.



Hitting the moon with a missile will be like throwing a dart at a baseball. Guidance from planet earth must be very good.

A New Kind of Navigation

Importance of navigation instrumentation impresses itself upon the travelers as they glide through space. Most techniques for determining position on the earth are based on such concepts as direction of gravity, north and south, stars circling the earth, etc., which lose their normal meaning when we leave the earth.

So a different kind of navigation is used, a combination inertial and star-guidance type. Much initial data, including geographic starting point and that part of the moon's orbit to be intercepted, are set into the guidance equipment. The entire precalculated trajectory of the trip, in fact, is fed into a computer or memory device. Once in flight, the automatic navigator determines the actual path, compares it with the installed guiding data, and produces a continual stream of correct signals for the autopilot, which works the controls to keep the vehicle on course.

After a while the space men forget the fear of leaving home. The chill yellow moon, seemingly expanding slowly, is a fascinating object to watch. Establishing themselves in the nearest orbit that could overcome its gravity—the escape velocity of the moon is only 1.5 miles a second—they thoroughly inspect it, and perhaps send unmanned rockets down to it. These can be built so that they will fall with jet engines pointing at the ground below. Triggered off by

radar altimeters, the jets brake the landing. Low-order explosions, timed to blow off the outer plates, release telemetering devices fitted with hydraulic buffers for landing. Television cameras start playing across the moon's surface, tiny motors swinging them back and forth. An energized solenoid drives an antenna out of the nose—a transmitting device for helping to send back, as far as earth if need be, information about the moon's face. Other electromechanical equipment now senses conditions of moisture, temperature, radiation, oxygen and pressure.

After conquest of the moon, the next worlds to conquer will be those planets of the solar system most likely to sustain life as we know it—Venus and Mars. The automatic navigation system of the interplanetary space ship will be programmed with highly complex trajectory data based on astronomical facts, explains Autonetics physicist Jack Wuerth, national authority on efficient routes to planets.

Venus's orbit is closer to the sun than the earth's. Wuerth therefore has the space men take off *backward* along the earth's path around the sun, so they can drift into Venus's smaller orbit. Mars is farther out, so, in this case, following Wuerth's calculations, take-off is *in the direction* of the earth's motion. This increases the size of the orbit around the sun so that Mars can be reached.

Problems A-plenty for Spacemen

Doing what comes naturally spells death for space travelers. There is a lack of diffused light which, on earth, helps us see; of temperature that supports life; food resources; the 14.7 pounds per square inch of air pressure needed to stay in one piece; and, to make things really tough, lack of oxygen and weight. To stay alive, a spaceman must learn to improvise. This takes time. Our body has to surmount mechanical, optical, atmospheric, radiological and mental barriers, and maybe others not yet discovered.

On the lengthy trip to Mars, bearings are checked and rechecked.

A complete running record of the trip is captured on tape.

The space traveler may run into asteroids—a hitherto unknown family of them—this side of Mars. Even the most powerful earth telescopes may not have detected them. They would come at the space ship swarm after swarm, like express trains. The largest might be avoided by means of a technique adapted from jet fighter plane warfare and armament control systems that locks on a target as soon as a pilot selects it, and figures out lead-pursuit angles so that the target runs into bullets.

But they can't all be avoided. So the space ship is hit with explosive force; outer bulkheads and pressurized cabins are punctured. Electronically activated warning gongs ring for repairs. An automatic seal-

ing system operates instantly and the crisis is over.

On the return to earth chances of arriving alive are, again, no better than the flight control system. Somehow the ship must lose all of the 16,000 miles per hour velocity needed for holding the original orbit against gravity. The ship coasts around the earth, using the atmosphere fringe as a brake. Traveling cautiously to avoid bouncing back into space, the skin turns cherry-red from friction. Reports from a number of self-balancing potentiometers inform the pilot of this and other conditions. But liquid coolant is flowing between the double-paned window of the cockpit canopy.

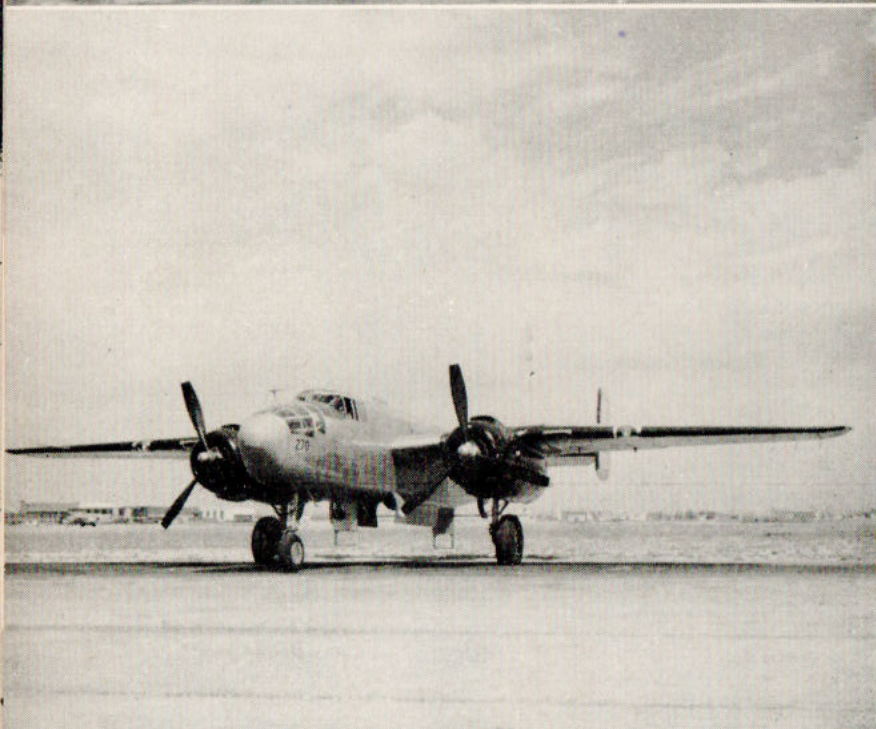
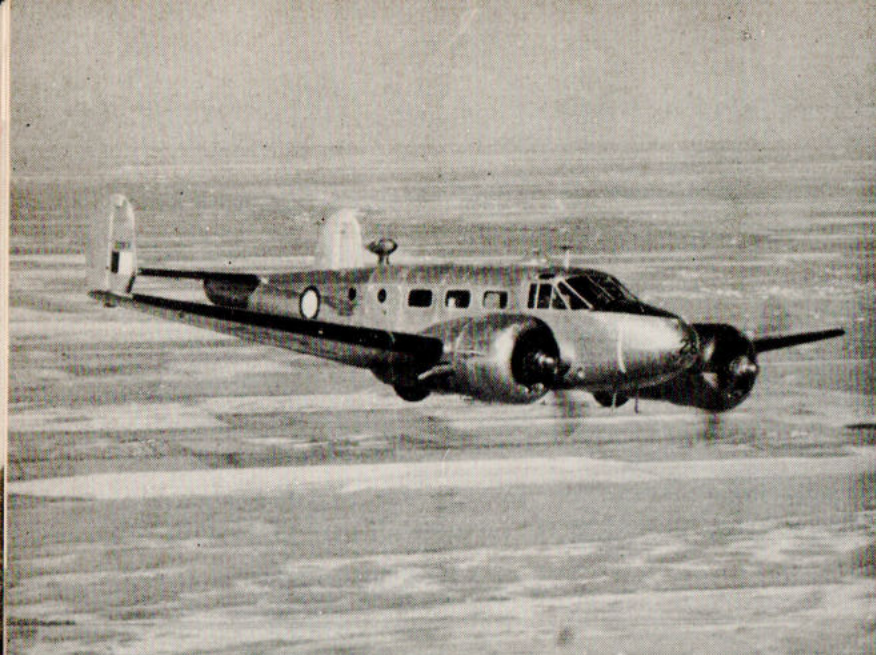
Coming Back to Earth

A series of increasingly deep grazing ellipses is made. As an astronaut, the pilot knows the fringes of the outer atmosphere are not uniform but have peak-valley density configuration. When 100 mph winds blowing vertically are encountered they are measured with special electromechanical gear. Now reverse-rocket blasts are used, first horizontally and then vertically, and finally the crew gets back home. Terra firma at last. Yes, there are still parking problems, but at least they're different.

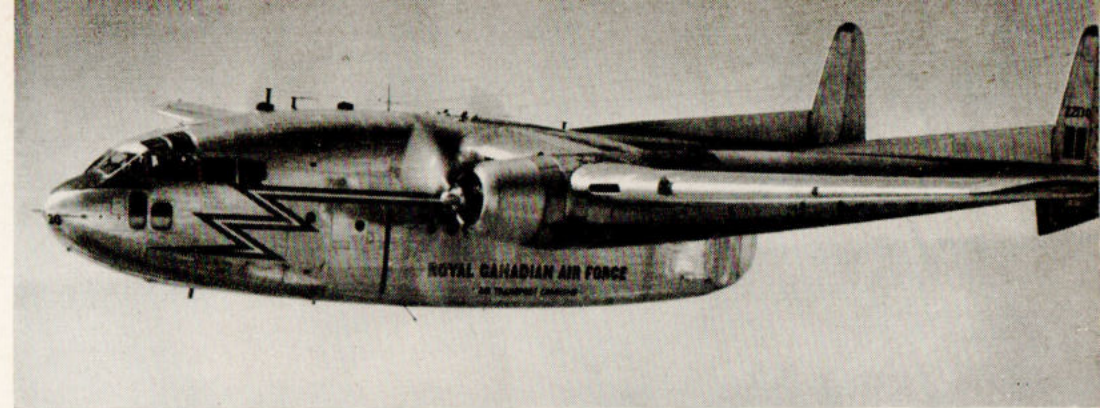
Space travel will alter many phases of our lives. After some score years of Space Age living, with scientific achievements mounting, the world's thought-climate may change for the better.

The space vehicle will fly through swarms of meteorites at times.





AIR FORCE DAY . . .



The Fairchild C-119 "Packet"—a troop carrier or cargo ship, with a tremendous capacity.



The Canadair "North Star" airliner—one of several that are in service with the United Nations.

WINNIPEG



The RCAF's sleek De Havilland "Comet" jetliner, which is used for high-speed movement of personnel and equipment.

Top Left: Beechcraft "18" Expeditor — light, speedy navigation trainer.

Centre: North American B-25 Mitchell Bomber — now used for air interception exercises.

Bottom: The old "workhorse" of the RCAF, the Douglas DC-3, "Dakota", "Gooney-bird", or just plain "Dak".



HELLO WINNIPEG !

The three pretty girls above are LAW Betty McLean, Cpl. Marie Lawrence and F/C Marnie Keith Murray. Join them, as they get acquainted with their new unit, on a section-by-section tour of RCAF Station Winnipeg.



First stop: Military Post Office Number 400, for stamps, money orders, parcels and letters from home.



"A little wider, please" —this is not a parade square, but a lot of drilling goes on here.

Time out for refreshment at one of the many snack bars. Ten A.M. and Three P.M. are the rush hours here.



And nearby, a visit to the Station infirmary; the patient feels better already.



Like to curl up with a good book? The Library has thousands . . .



and the latest magazines, too . . . Including "VOXAIR", the largest magazine of its kind in Canada.





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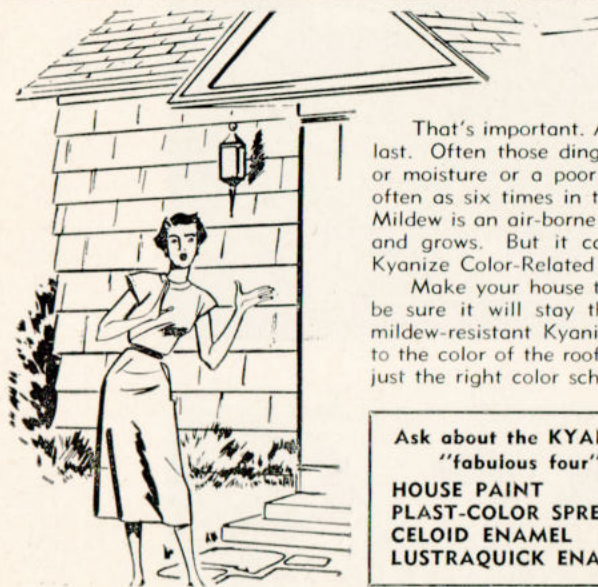
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COLOR-RELATED HOUSE PAINTS
ARE MILDEW RESISTANT.

A detour to the flight line, for a peek inside a visiting Dakota, DC-3.

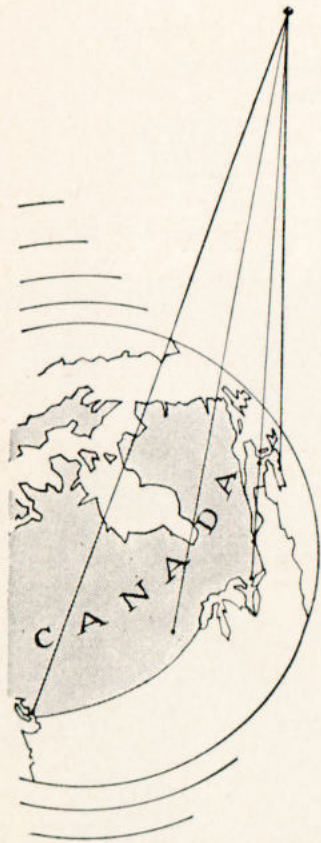


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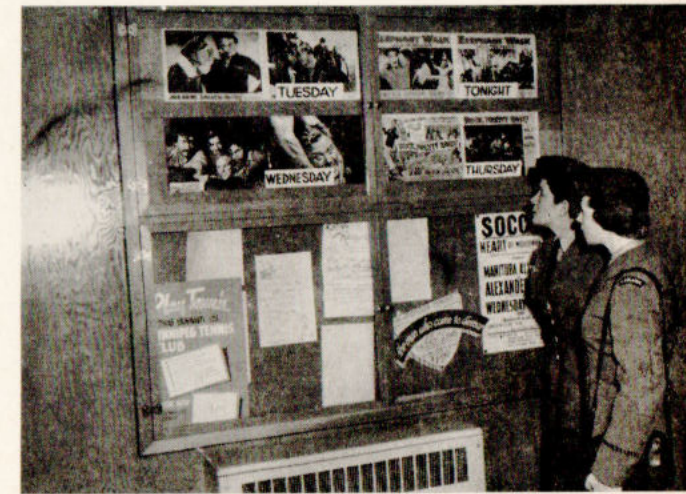


A friendly chat with the 'Commissionaire' at the Guard House.

"We were framed!" —but it's all in fun, and the Air Force Police are in on the joke.



Cigarettes? Candy? Magazines? A new suitcase? Get them all at the Dry Canteen.



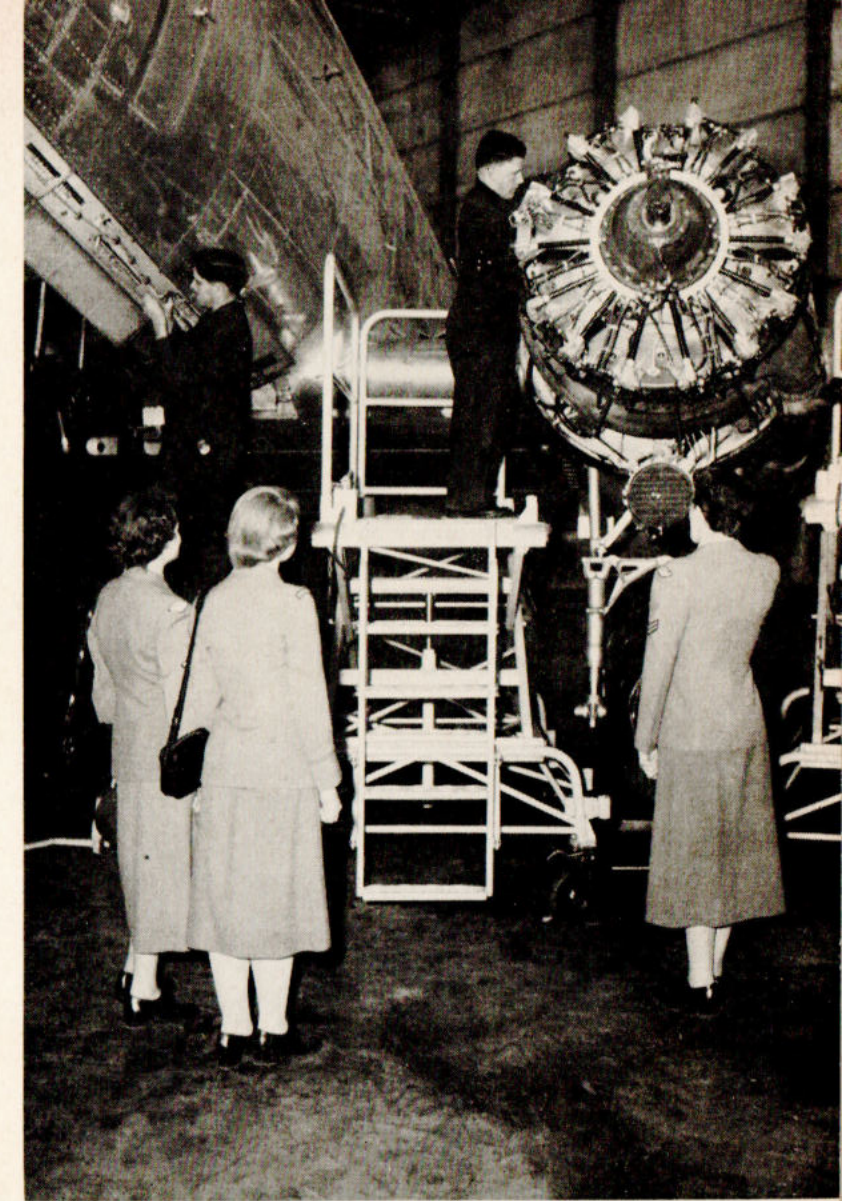
"What's doing on the Station this week? — Movies, Tennis, a Track & Field meet, a Play, Soccer, and an Overseas Reunion—take your pick."



How Hogan does it. Expert advice from the Physical Recreation centre.



"Have several hundred guns, will travel." Kip McLean explains a fine point of armament.



No time for conversation here. Men at work. The Aircraft Repair section is definitely no place for people who never look under the hood!



"You're as pretty as a picture," — and this is where these pictures came from: the Station Photo Section.



"What's your problem? Metalwork? Carpentry? They have the tools to tackle any job at the Tool Crib in No. 16 Hangar."

(Continued on page 23)

Acres of nylon and hours of concentration. Parachute packing, in the Safety Equipment section, is exacting work.



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VOXAIR VIXEN

SHE'LL SEE THE SEA—Black-haired Erin O'Brien, who broke into films as a singer, has just finished starring opposite Andy Griffith as a Coast Guardsman's girl in Warner Bros.' "Onionhead" and will next star with Robert Stack in the Navy picture "John Paul Jones."

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RAF CELEBRATES 40TH BIRTHDAY



To mark the fortieth anniversary of the Royal Air Force, Her Majesty the Queen and other members of the Royal Family attended the birthday dinner held in the officer's mess at Bentley Priory, Stanmore, Middlesex, the Headquarters of

Fighter Command. In this picture Her Majesty the Queen is seen seated beneath a portrait of herself during the dinner. Others on the top table are (left to right) Her Royal Highness Princess Margaret, Marshal of the Royal Air Force Lord Newall, His

Royal Highness Prince Philip, the Rt. Hon. George Ward, Secretary of State for Air, Her Majesty the Queen, Marshal of the Royal Air Force, Sir Dermot Boyle, Chief of the Air Staff, Her Majesty Queen Elizabeth the Queen Mother, and Marshal of the Royal Air Force Sir John Salmond.



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HELLO WINNIPEG!

(Continued from page 17)

From paper clips to aero engines: they have just about everything in Supply . . .



Including uniforms, hats, and a new pair of shoes for Marnie.



AIRBORNE!



Finally, a visit to the flight line where a chat with a hospitable pilot leads to an airborne jaunt in a Radar Dakota. Marie reads the Winnipeg Tower "loud and clear", while Marnie checks the view up front.



And so to work, and a new desk. Magazines and T.V. in the Airwomen's Lounge at the end of the day. The girls' verdict: "We like it here!"



Photographer of our Picture Story: LAC Dave Spearing, of the Station Photo Section.



ON THE STREET WHERE I LIVE

Words and Lyrics for a Comedy entitled

HERE'S MUD IN YOUR EYE

CAST: Thousands of Rental Unit Dwellers.

I have often walked on this street before,
But I've never felt the pavement 'neath my feet before—
All at once I see, the rain descend on me,
And it falls on the street where I live!

And oh! the horrible feeling—
Just to know the moment is nigh,
When sliding, slipping and sinking
I will search for a spot that is dry!

People stop and swear—they don't bother me!
For they've coined a few expressions that are new to me;
But I'll go through, and neighbour so will you—
Till they pave on the street where I live!

—Unanimous!

drewrys salutes you on AIR FORCE DAY

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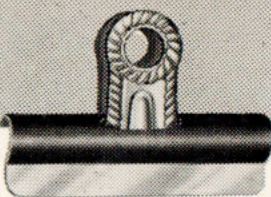
DRY GINGER ALE

SLOW DOWN AND LIVE

High speed and tired drivers are blamed for most summer highway accidents by the Canadian Highway Safety Conference in a reminder to Canadian motorists.

Learning to slow down and take it easy is the beginning of wisdom at the wheel, says the Conference, which suggests the following code for safe driving:

1. Slow down at the first glimpse of children playing in the street.
2. Slow down at intersections, traffic circles, and railway and cattle crossings.
3. Slow down before entering city and town limits and any other crowded area.
4. Slow down for coffee breaks every 100 miles.
5. Slow down after dark and under bad weather or road conditions.
6. Slow down to give the other fellow a chance, even if he is only a pedestrian.



MESSAGE FORM FILE 27 NUMBER

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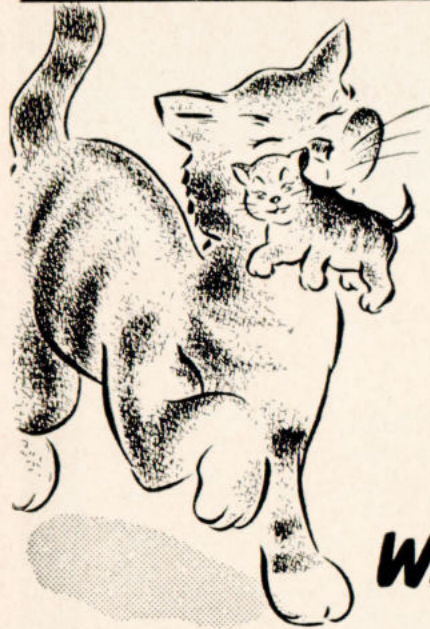
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At a party held recently in the old Drill Hall, 111 C & R personnel kicked up their heels and had a great time. Among the many guests at the party were W/C and Mrs. Branscombe, and S/L and Mrs. Galen. S/L Galen is the OC of 111 C & R flight.



As Bill Brant's orchestra struck up the strains of the Wedding March, Bud and Mary Rankin, who had just been married in the R.C. Chapel 7 hours earlier received a standing ovation from the guests.



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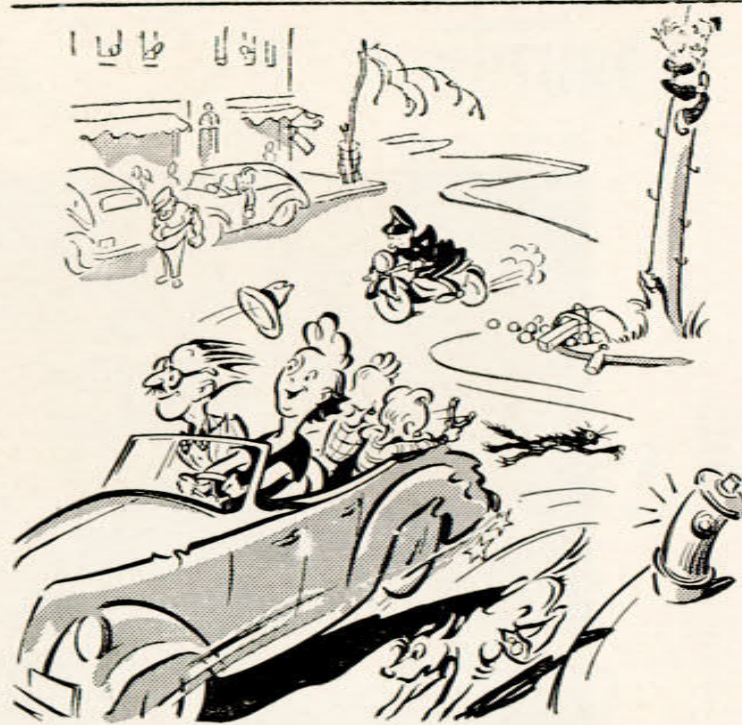
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Following the excellent floor show featuring many Winnipeg comedians, the party got into full swing with the "Bunny Hop." Organized by Corporals John Richards and Andy Gardiner, the evening was a smashing success.

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SERGEANT
MINTO
TELLS
ALL!

by RON BAYNES

"Better get down to Assiniboine Park immediately," said the Editor. "It's Sgt. Minto. He's pretty fed up about that article in the *May VOXAIR*."

I reached for pen and notebook. "He want an interview?" I asked.

"He does," sighed the Editor. "He wants his side of the story published, or else."

Accordingly I set off and half-an-hour later arrived at the threshold of Senior NCO's quarters, Assiniboine Park. It was a warm but windy day and I found Sgt Minto seated beside a drinking trough, filled with a clear, tawny liquid topped with foam. His head was cupped in a massive paw and his expressive features registered annoyance. Around him in tattered pieces lay the remnants of the *May VOXAIR*.

Quietly I introduced myself.

"VOXAIR!" growled the Sergeant. He rose to his hind feet and inspected me belligerently. His eyes measured the distance between us. "VOXAIR, eh!"

I clung to the rail. "Now look Sergeant" I reminded him. "I didn't write that article. Furthermore, if you take violent action against me, your side may never be printed."

Minto sat down and pondered moodily. "You're right," he rumbled finally. "But I'm going to make a statement. And you people are going to print it."

I whipped out notebook and pen. "Fire away," I said.

"First of all," said the Sergeant, testily, "I want to make one thing clear. I do not propose to stand idly by while the good name of a Senior NCO of the RCAF is bandied about in a frivolous and de-



grading manner." A snicker sounded from a nearby cage. Minto lumbered to his feet and looked menacingly around. The snickering stopped as if it had been switched off. "Difficult enough to maintain discipline around here without subversive literature floating around," he muttered peevishly.

"Just what didn't you like about the article Sgt?" I enquired respectfully.

The Sgt displayed several dagger-like teeth.

"For one thing," he said, "I object to that prejudiced, one-sided and misleading account of a certain highly suspicious incident which involved me recently. I refer of course to the underhanded attempt, made with the use of drugs, to transfer me from my PMQ to NCO's single quarters." He picked up a soft burnishing cloth. "It is my belief," he added, gently burnishing one massive claw, "that my chances of making Flight Sergeant were ruined by that episode, and I am disturbed to see the whole sordid business revived in the yellow press."

He inspected a brilliantly gleaming claw.

"As for Barnum & Bailey's recommendation that 180 grains of membutal be administered in order to "stun" me, I might venture to suggest that the same condition has been achieved, without such drastic measures, among several of my colleagues of similar rank and different species." He peered at me intently. "I don't want to sound bitter," he said, "but do you know they've never even invited me to one of their mess functions?" He sighed, and the reinforced concrete structure shook. "However, that's neither here nor there."

"No," he said, "what really irritated me was the slur on my appearance cast by the College of Arms,

and repeated by your magazine. Namely, the assertion that my face resembles too closely that of a wolf, and is therefore unsuitable for the squadron crest." He drew a set of claws idly down the stone wall and inspected the flying splinters. "For this dastardly and damaging piece of slander, I blame jealousy . . . In high places," he added darkly. He drew several gallons of air inward. "However," he rumbled. "The truth is out—you can't keep a good man down, and if my last R211 means anything . . ." He raised one eyebrow expressively and nodded. "I am also applying to AFHQ for permission to proceed to the UK on Temporary Duty," he added. "For what reason?" I asked curiously.

"I hope to be able to pay a visit to the College of Arms," said the Sergeant. "It is my considered opinion that a personal encounter with that august body would do much to clear up any doubt in their minds regarding my status as a bear."

"We'll print all of this Sergeant," I said, putting away pen and notebook.

"See that you do," replied the Sergeant suavely. He seemed to be in a slightly mollified mood as he turned away. Then a thought seemed to strike him and he turned around.

"Incidentally," he said, "not that I'm fond of publicity—but should you need a really interesting type for personality of the month . . ."

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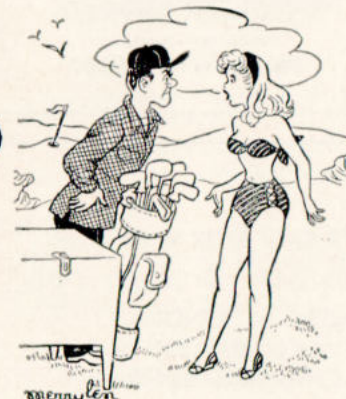
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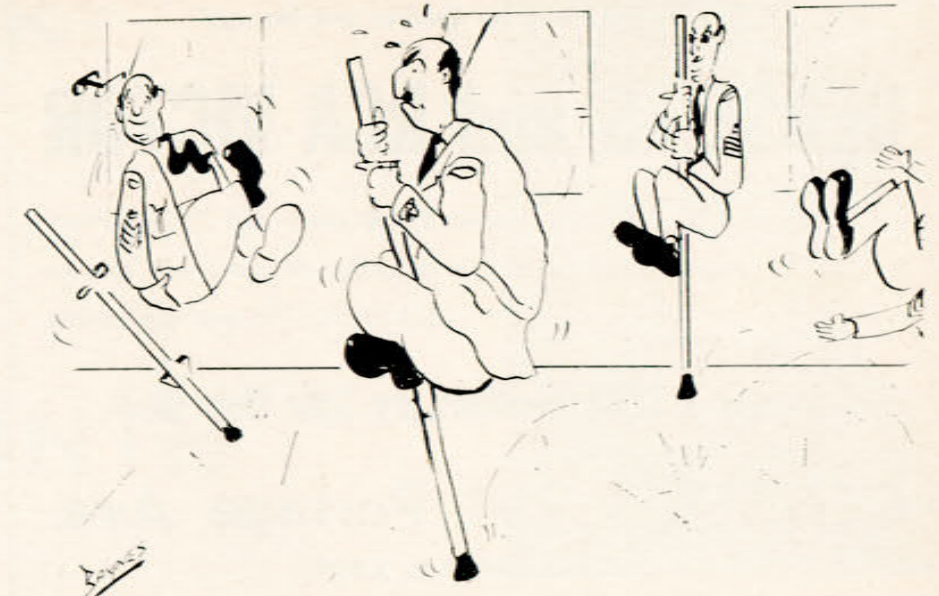
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Ron Baynes' impression of the Pogo-Stick Derby, a popular recreation in the local Senior NCO's Mess. Introduced to Winnipeg from Station Gimli by Flight Sgt. Norm Semain, the game was a highlight of a recent inter-mess competition; Senior NCO's versus Junior NCO's, at the Sgts' Mess.

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DRIVER

of the MONTH



THE wheels of the Airforce—at least those wheels at the Station Winnipeg Vehicle Marine Equipment Section—are turning twenty-four hours a day, every day of the year. Our drivers must be eternally diligent, as in rain or shine, snow and all other driving conditions the mail and rations must be delivered; our ambulances constantly ready and at the alert. Routine jobs which are too numerous to itemize, entail the use of our refuelling tenders, heavy equipment and 40-passenger buses.

The above duties and the way they are carried out may seem mundane to the unwary onlooker who may, frequently, take our services for granted. This last month, though, there has been no suggestion of mediocrity in the daily routine of airmen in the

VME section. Each driver was under the scrutiny of his "fleet corporal," and his actions were checked for deportment, daily inspection of vehicle, attitude, general driving habits, and general safety attitude. An Individual Record was maintained on each airman who, according to ability displayed, gained or lost merit points.

Our number one goal in conducting this survey, is to create an attitude of safety among drivers within our section, and, subsequently, increased Airmanship. Our award this month, then, goes to LAC J. H. Jones who has been with us for 4 years. Congratulations, Jonesy, and keep up the good work.

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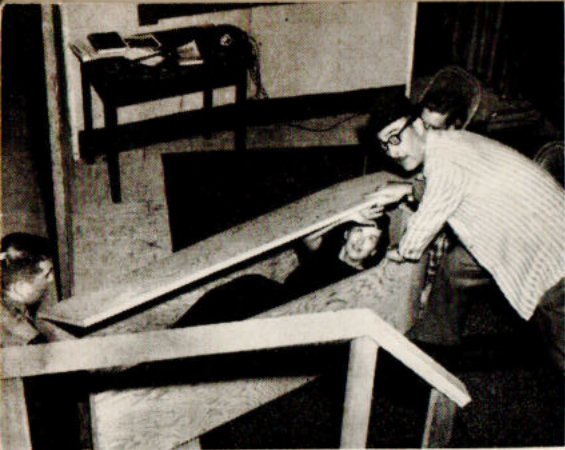
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THE MAN WHO CAME TO DINNER

"Banjo" (Bob Bayliss), does his best to get movie star Loraine Sheldon (Gloria McElgunn) off the scene. This glamorous figure was Dan Cupid's major opponent.



Mike Westcott (Len Douglas) resists the amorous advances of seductive Loraine Sheldon. Perhaps his connection with television causes every young heart to flutter.

Sheridan Whiteside (Ron Cawood) gives a boisterous impersonation of the fictitious "Sir Cedric Bottomly". Enjoying the performance are l. to r.; Beverley Carlton, (Ken Hardy); Maggie Cuttler (Donna Clark); and Bert Jefferson (Brian Bendor-Samuel).



Miss Donna Clark receives the American Jewellery Trophy for her "outstanding performance" in the 1956-57 production "The Cuckoo's Nest". F/L Ken MacLean, Station Recreation Officer makes the presentation. The award for the 1957-58 season was made on Saturday, June 7.



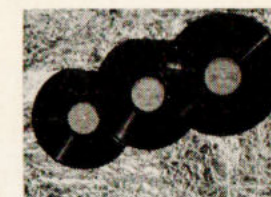
Miss (Nurse) Preen (Trish Gibson) is the recipient of "Banjo's" ardour. Completely horrified at all the goings-on is Sarah (Rayna Adam).

Happy in their work, members of the cast step out sprightly. L. to R.; Trish Gibson, Ken Hardy, Donna Clark, Ron Cawood and Joey Tabin are looking forward to a bigger and better 1958-59 season for their drama club.



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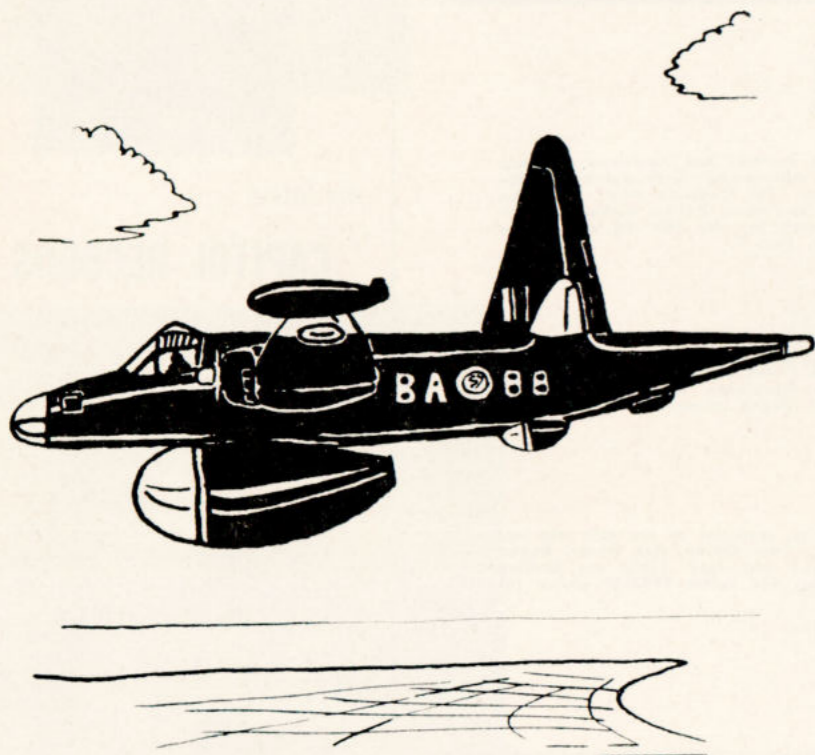
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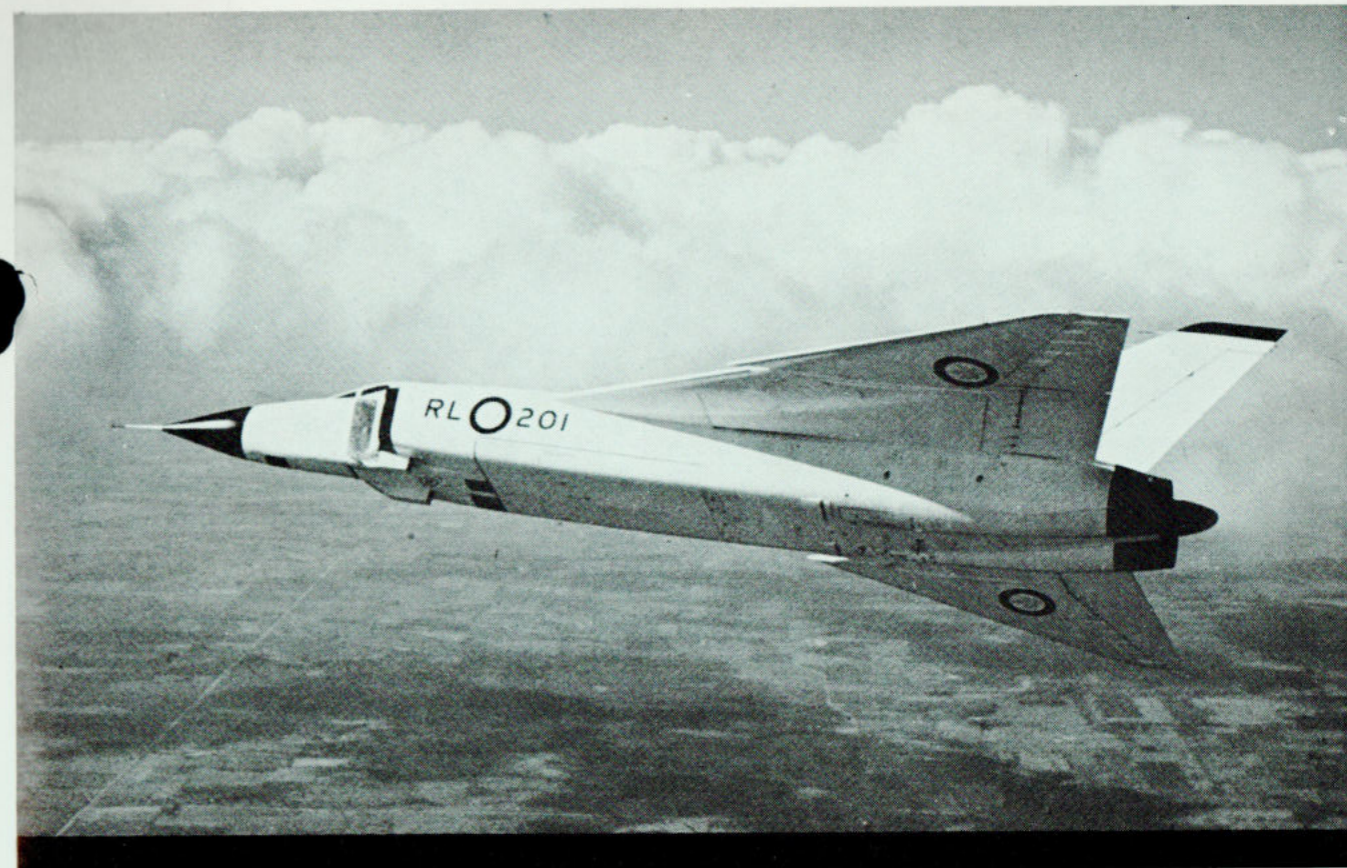
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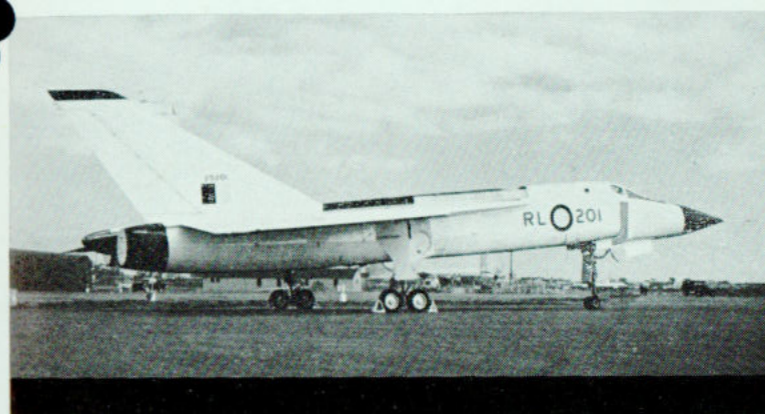
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