

AUGUST, 1958

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Volume 7 No. 8

VOYAIR



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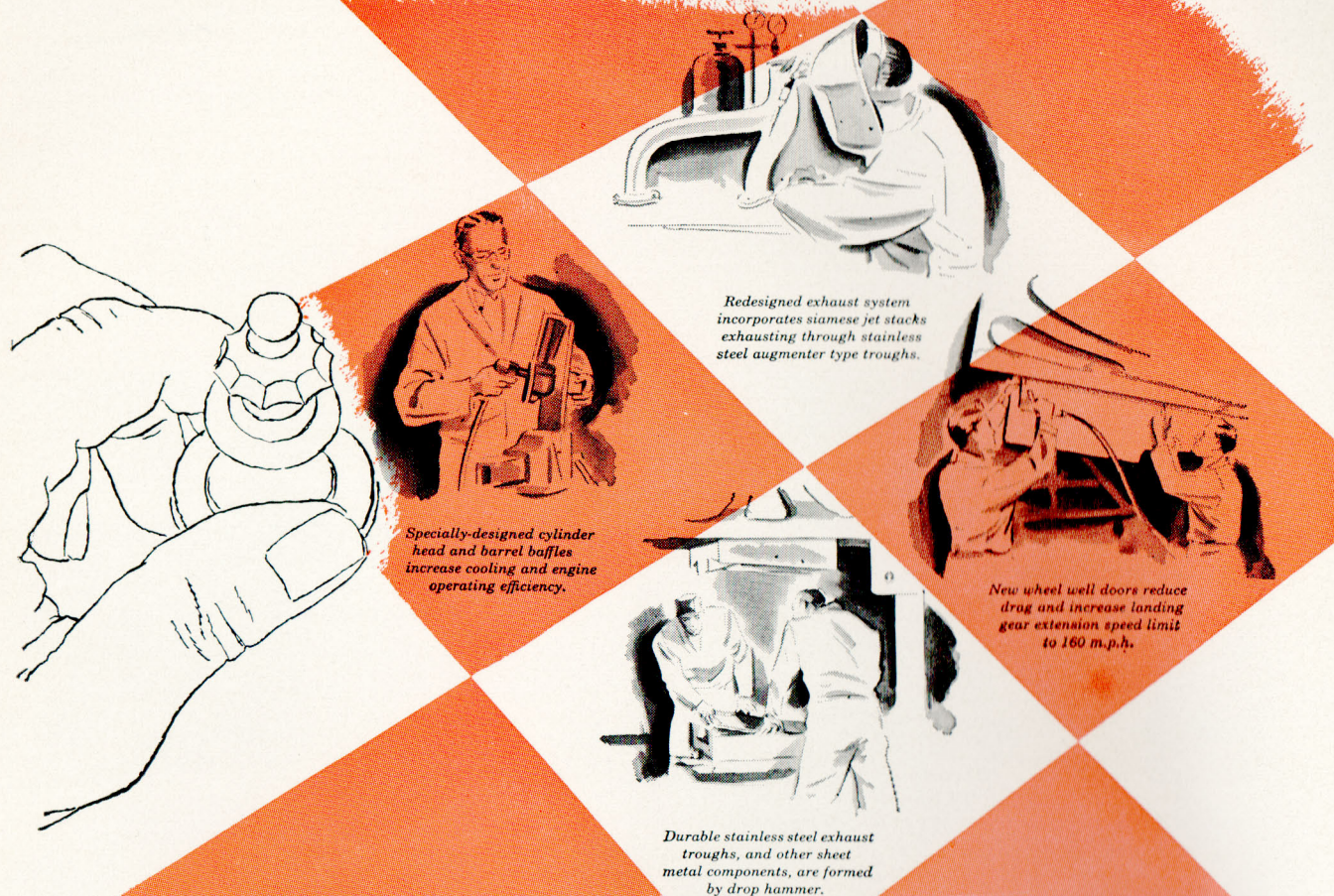
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AN AIRFORCE NEWSMAGAZINE

VOLUME 7, No. 8

AUGUST, 1958

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EDITORIAL CORNER

Peace Through Preparedness

The recent increase in temperature of the Cold War has once again underlined the vital importance of national defence.

As a local newspaper pointed out recently, it is in such times of crisis, when the world teeters on the thin line between peace and war, that public opinion experiences the well-known "Moment of Truth." We are all conscious that our security rests to a large degree on our strength, but the very real meaning of the fact stands out in bolder relief when war seems close.

There is a lesson in this, not only for the civilian populations of the Western World, but for members of their armed forces as well. In days of comparative international calm we may tend to underrate the significance of our work; the usefulness of our contribution. Yet when we face the screaming headlines and sense the mounting tension of international crises, we are reminded that we live in a dangerous age. We are reminded that the part we play is an essential, worthwhile and timely one.

Perhaps some day we will reach that glittering *Utopia* in which international disputes will be solved in the tranquility of a World Courtroom. We have not, however, reached *Utopia* yet. In our era, World Law is still an elusive ideal. A steady nerve, inflexible purpose and, above all, strength with which to protect our interests are items necessary to our survival. Peace is more likely to reign in a situation where no weak and easy prey is offered to possible aggressors.

We of the Armed Forces of the Western World, by our service in the Armed Forces, are making a contribution to strength, preparedness, and to peace. In the era of the Cold War and the Hydrogen Bomb, there is no more significant task.

COVER STORY

An impressive and colorful military ceremonial nears its close as a guard of NATO students and the flags of the 12 countries whose aircrew trained in Canada pass in slow time through a corridor of RCAF airmen drawn up in salute. With the Central Band of the RCAF playing "Auld Lang Syne," the departure of the NATO flags from the parade symbolized the end of the original NATO aircrew training plan. The ceremony took place at RCAF Station Winnipeg, July 19. (NATIONAL DEFENCE PHOTO).

See "Ambassadors All"—Page 20

TOASTMASTER

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The Big Big Section

By MAURICE HARVEY

Photographs: R. L. CLYNICK

Take an area of 1100 acres. Place in it some 200 buildings of all shapes and sizes. Lay approximately 10 miles of paved road. Add one million, three hundred thousand square feet of paved tarmac. Provide a complete electrical distribution system, a water distribution system, sewage disposal facilities, and a fire hall. Take care of all these things year in and year out. That isn't all. Add a climate featuring freezing winter winds and broiling summer temperatures. Then keep the inhabitants warm when it's

cold, wet when it's warm. You have your work cut out for you. The work of a CE Section.

On an Org Chart of the Station, CE (Construction & Engineering), is a subdivision of Technical Wing, under W/C AV Branscombe, the Chief Technical Service Officer. In command of the section itself, is F/L JD Wadleigh, the CEO, whose job approximates that of a civilian Town Engineer. Assisting F/L Wadleigh is F/O ER Broughton, the Assistant CEO, and WO2 SB Otto.

It is called the CE "Section," yet the duties and scope of CE are far too wide to be handled by an one section in the usual usage of the word. There are fully ten separate sub-sections within CE, each with it's own essential tasks and heavy responsibilities. There are paint, plumbing and electrical Shops; heating sections, Sewage Stations and Water pumping stations. And of course there is a busy Roads & Grounds Maintenance Staff. Each of these departments plays its part in the maintenance and operation of the Station.

The Maintenance part, — keeping things in shape — includes the care and repair of the Station's ten miles of road and 1,300,000 square feet of paved tarmac. These are no petty tasks, but Maintenance involves even more. Grounds, must be kept in good condition, and the upkeep of Buildings, including 8 hangars, is a big task in itself.

The Operation facet of CE's responsibilities, includes the performance of minor new construction to existing buildings, and the operation of water, sewer, steam, power and fire-fighting Services.

These widespread and varied activities are directed from Building 27 on the "Old Site," which includes on the premises, the administrative offices, draughting area, Orderly Room and Supply sub-section.

In the same building are the Carpenter and Paint Shops, under the care of Mr. W. Trescor and Mr. Hamet, respectively. There are ten carpenters in the Carpenter Shop and eight painters in Mr. Hamlet's section. The Plumbing and the Electrical Sections are here too, under Mr. R. Sully and Mr. R. Wilklund. Let us take, section by section, a brief guided tour of CE's domain, necessarily incomplete due to space limitations, but varied enough to give some idea of the scope of activities.



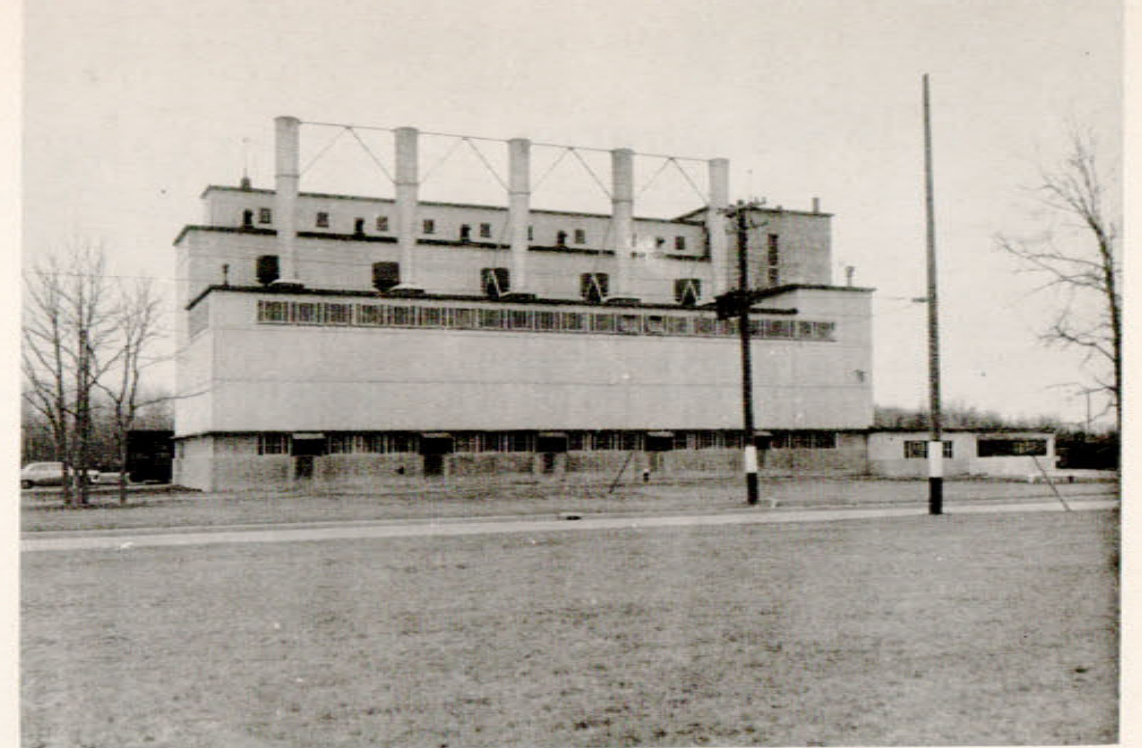
F/O ER Broughton, ACEO, and FS J. Hall, FK, checking set of plans at CE HQ.



Mr. W. Trescor, carpenter Shop Foreman, prepares to operate radial saw in carpentry shop.



Electrical shop: Left to right—Mr. V. W. Wicklund, Mr. G. Dickson, electrician, and Mr. G. Harrop. Mr. Harrop is assembling explosion proof light fixtures used in fuel tender bays, etc.



The High Pressure Steam Plant on the new site. Five boilers deliver steam at 125 lbs. per square inch to new site buildings.

GROUNDS AND MAINTENANCE

Grounds and Maintenance personnel have the job, which in summer is a particularly important one, of keeping the Station presentable in appearance. Grass cutting, the development of the colourful flower beds which are a feature of the Station, the gravelling of roads and the moving of earth, constitute their main tasks. One might suppose that these boys look forward to the arrival of winter, but they too have their part to play in the cold weather — snow removal.

HEATING

The operation of 5 heating plants is of course a day-in day-out operation, around the clock and calendar. The High Pressure plant, on the New Site produces steam at 125 pounds per square inch pressure, which is distributed for use on that side of the Station. Modern control systems have made this hot task an almost automatic one. Winter of course is the boom period as the mercury plummets, and the legendary Winnipeg winds whistle across Stevenson. In the warmer weather, a sort of recession, heating-wise, sets in and consumption drops to between 45 and 70 tons daily. The High pressure plant is operated by a staff of 26 men, under the supervision of Mr. D. Aird. A low pressure plant — on the "Old Site," delivers 15 lb. per square inch pressure to the buildings and hangars in that neck of the woods. This operation is supervised by Mr. C. McNichol.

SEWAGE DISPOSAL PLANT

Many groups of Sanitation inspectors, engineering students, and other specialists, have made guided tours through the Station's Sewage Disposal Plant. This is the ultimate tribute and deservedly so, for this installation is one of the most up-to-date in Manitoba. Through its "clarifiers," all sewage from the New Site is processed and disposed of. This plant and the Water Pumping Station are under the direction of Cpl. K. W. Robinson, WSSOp (Water Sanitation Services Op in case you're wondering). Cpl. Robinson supervises a 9-man staff.

WATER PUMPING STATION

This is the control centre for water distribution throughout the Station. Requirements vary and when more pressure is needed, there are booster pumps available to produce it.

The Fire Hall, also a part of CE, has been dealt with at length in a recent issue of "VOXAIR." Its importance is self-evident. All in all, it adds up to a mighty large package of responsibilities, chores and headaches. There are a thousand challenges to be met, and there is not room for a comprehensive discussion of them all in this article. The provision of electrical distribution with it's sub-station and the Bulk Fuel Storage unit, are stories in themselves. Sections can usually be handled in a few pages, but this CE giant, is something else again. It is a big outfit with a big job to do. More power to them.

Cpl. W. Robinson explains sewage disposal diagram to a group of students on a Sanitary Inspector's Training Course, conducted by the Manitoba Dept. of Health and Welfare under a federal Health grant.



Mr. J. A. Auger checks one of the Pump House valves, ensuring proper operation. On the right may be seen one of the booster pump units.

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EDMONTON, ALBERTA

SURVIVAL of the FITTEST

Story and Photographs by F/O B. G. BROWNING

Last month, F/O Browning told us about the Bush Phase of his survival training—four days of classes at Edmonton, four days at Jarvis Lake under practical instruction, then the rigours (and sometimes fun) of living in the bush with only the bare necessities.

F/O Browning continues now with the story of his Arctic survival training which followed immediately afterwards.

The hardest part of the course was in getting up at 0400 hrs. to catch a "119" from Namao but we managed it somehow and at 1400 hrs. we were at Cambridge Bay, cameras clicking at our first sight of Eskimos and the Arctic. We spent one night in the Quonset huts at Cambridge before moving out next morning and into our igloos, which had been built for us by the Eskimo staff about eight miles from base but seeming to us to be at the end of the world. These igloos were only temporary for we were expected to build our own and move in as soon as possible. Peter Panutchuk amazed us all by building a full igloo in under two hours. This left us somewhat bewildered but we were willing and soon were at work cutting more blocks. Two days later we had built our igloo and even then not without some assistance from the Eskimos whose good nature and pleasant personalities impressed us all. Building an igloo is a heart-rending process as it is built in an ascending spiral which sort of unwinds at the drop of a hat. One then starts cutting more blocks and starts all over again. After it was completed we moved in and spent the rest of the time building sig-

nals, fighter trenches, which are one man temporary shelters, and fishing. It paid to keep on the move and we all dreaded the coming of night, when we lay shivering in our sleeping bags, watching the cracks in the top of our igloo gradually widening to show us the not so friendly face of the Arctic sky and wondering if the structure would hold out until we left on the Monday. By dint of much patching and hope, it did; and in fact, at the last, three or four people posed on the tops of the igloos for photographs.

The Sunday being Easter, we were afforded the rare privilege of being taken back to the settlement for church. After the services, both the Protestant and R.C. Chaplains offered their hospitality and I'm very much afraid that they are still wondering how so few people could eat so many cookies. Our Arctic rations had been increased to 7 to 1 and we caught ample fish, but those cookies still tasted awfully good.

Fishing was an art that most of us became successful at, although at least two people brought a fish through the ice only to have it fall down the hole again. F/O Bob Drolet lost one in this fashion so



Top photo shows F/O Browning and F/O Pete Chenier starting the second layer of the igloo. F/O Browning (bottom) and his first fish, an Arctic trout, weighing in at 6 lbs.

he put his hand down the hole and caught it again, a creditable action in—40° weather, but he sure looked cold afterwards.

The Monday dawned at last and we thankfully returned to the base camp where we encountered our last obstacle in the shape of a written examination covering the whole course. Our last surprise was when we found that S/L Sharpe had baked nine most excellent pies for our homecoming and our last comedy, when one of the RAF decided that he would photograph a white fox fur he had bought from the Eskimos for \$5, against its natural surroundings. He forgot one factor—the Huskies—which were always prowling around, but they reminded him of their presence as soon as he stepped back to photograph. He probably had an excellent action shot and now he can give ALL his friends some Arctic Fox.

The course was very interesting and the relaxation at the end of each day, fun. The value of such a course is self-evident; but despite S/L Sharpe's oft repeated "if you do go down it will just be like being on course all over again," I would rather leave it as is and take his word for it. **THE END**



MAJOR EDOUARD LADEN,
BELGIAN AIR FORCE

In his native land, the Officer in the accompanying photograph is known as *Majore Aviateur Edouard Laden* of the "Force Aerienn Belge." At AOS Winnipeg, he is better known as Major Ed Laden of the Belgian Air Force, the popular representative of a staunch NATO ally.

Major Laden's connection with Aviation and with Canada dates back to the Second World War. He was a nineteen-year-old Medical Student in his hometown, Brussels, when the crash of nearby bombs informed him that war had come to Belgium. His plans for a medical career disrupted, Edouard made his way to France, and after surmounting a series of obstacles, including arrest by hostile elements, arrived in North Africa, intent on carrying on the fight.

Arriving in Britain, he served for some time with the Belgian forces in that country. In 1943 he transferred to the RAF, and was selected for training in Canada under the British Commonwealth Air Training Plan.

Edouard arrived in Toronto, via New York, accompanied by a group of his countrymen, eager to get acquainted with this new country. Imagine their chagrin therefore, when they learned that due to a suspected case of scarlet fever somewhere, they were to be quarantined for several weeks. They bore their confinement with increasing impatience, until at last, resolved to see more of the surrounding metropolis (they were quartered at the CNE Grounds in Toronto), they went Over the Wire for an unauthorized tour of the

PERSONALITIES



F/C SIMEN KORSVOLD
NORWEGIAN AIR FORCE



area. The first attempt was such success and Toronto proved so congenial that the Belgian group repeated the operation regularly in the ensuing weeks. Life seemed perfect and everyone was happy until an encounter with an overzealous newspaperman resulted in their appearance in a front page photograph on a Toronto newspaper, entitled "Heroes of the Belgian Underground." The authorities, he recalls, were understanding and the story ended happily.

Major Laden trained at 2 AOS, Charlottetown, PEI, (Great granddaddy to the present Winnipeg unit), and also at Bombing and Gunnery School in Mountain View, Ont. Many lasting friendships were established in these days. He remembers in particular the warm hospitality and assistance given him by a "War Godmother," a Belgian lady who had moved to Canada before the war, and who did much to make him feel at home here. After the War, she visited the Laden family as their guest in Belgium.

Squadron duty in the European Theatre with the RAF's Transport Command followed his Canadian (Continued on page 40)

F/C Simen Korsvold was born near Trondheim, Norway, 26 years ago. At present he is a Long Range Student at Winnipeg's Air Observer School, under the NATO Air Training Scheme. He is one of the last NATO students to pass through Winnipeg and he has about twelve weeks left on course. Naturally he will be glad to return to his native land but he says that he will take with him many happy memories of his Canadian training.

Simen left school when he was 17, and worked for a while as Assistant Station Master on Norwegian Railways. He was called into the Norwegian Air Force to undertake 18 months of National Service and has been in ever since. While doing National Service, Simen took courses in Administrative and Crypto procedures, finishing his 18-month tour as a Sergeant in charge of a Crypto office near Oslo. By now the Service bug had bitten and Simen decided to make the Air Force a career. He signed on for a further three years. He was selected for aircrew training in Canada and here his star has continued to rise. He finished on top of his Basic Course at AOS.

We queried Simen about his impressions of various features of Canadian life. Here, briefly, are some random thoughts:

Food: More elaborate, says Simen, than the Norwegian bill of fare. Turkey, for instance, seems to be served more frequently here than it is in Norway, where it is saved for special occasions.

Beer: Weaker than the Norwegian brew. Simen is slightly apprehensive about his eventual reunion with the home product.

Weather: Like most of us he thinks the summers are wonderful,—but oh those winter winds!

Women: No comment. Engaged to girl back home.

He has nothing but praise for his Instructors who not only work hard to get the best out of their

students, but have done much to make his stay a pleasant one.

Simen has visited many families in Winnipeg and has made many lasting friendships. Like other NATO Cadets, he started his Canadian training at London, Ont., and while stationed there, toured the area extensively. He visited not only Canadian points, but U.S. cities along the border, such as Detroit and Niagara Falls. He has also spent leaves with relatives in Oregon and Montana. Montana, incidentally, reminds him of Norway.

Back in Norway, Simen expects to fly either in Cansos with Maritime Command or in Daks and C-119's with Transport. Whichever it is we wish him the best of luck, happy landings and hope that some day he will revisit his old Canadian stamping grounds.

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F/C Glen Dodds, Porcupine Plain, Sask., a student at U. of Sask., checking wind drift during an Air exercise.

CAMPUS COMES to WINNIPEG

By WALDO

Photos by DON ASKETT

Each Spring, as Universities and Canadian Service Colleges wind up their winter terms, a large number of their students leave their campuses and journey to military installations across Canada.

These are the student members of the Regular Officer Training Plan, and the University Reserve Training Plan, two schemes devised by the Department of National Defence, in collaboration with Universities and Colleges across Canada to enable proficient students to attend University or College with some financial aid from DND, and at the same time provide the Services with highly trained Officers.

In return for this aid, these students spend their summers employed as subordinate officers on various assignments at Defence establishments across the country, and, in the case of the ROTP students, a minimum of three years as Commissioned Officers the Service of their choice.

Students under both plans began arriving at AOS early in May and by the end of that month, Summer Air Training was under way. Most of the students at Station Winnipeg are Observer trainees, but there are also some cadets employed in the Telecommunications and Construction Engineering branches.



F/C's JB Douglas (l), McGill University, and GS Boyington (r), of U of T, practicing search Radar manipulation.

While at AOS, the cadets are under the command of the OC, AOS. A specific officer is annually delegated with the responsibility for administration and co-ordination of the summer air training program. This year, F/L D. J. Macdonald, Resident Staff Officer at the University of Manitoba is the Co-ordinator. This position is a demanding one and requires a thorough knowledge not only of the University Cadets and their special problems, but of Service procedures generally.

F/C HP Boulianne (L), of Bagotville, Que., an RMC student, and F/C JCA Giguere (R), of Ottawa, a student at McGill University, discussing the use of a sextant.



The cadets at AOS come from widely scattered Universities — Dalhousie, University of B.C., Queens, McGill and nearly every other University in Canada. There are also cadets from Royal Roads, Royal Military College, and College Militaire de Ste. Jean.

While at AOS the summer trainees are treated as regular force cadets, subject to the same rules and regulations which govern regular force personnel. They attend classes, fly, and received practical instruction in their Aircrew specialties. In addition they receive instruction in Officer Training and other allied subjects. The working hours are demanding and necessarily so. The subjects covered require work and lots of it.

F/O CF Wehrle (r), Engineering graduate of University of Manitoba, and F/O RF Jefferies, of Kingston, Ont., graduate in Civil Engineering from UBC, planning an Air Interception program.



Left to right—F/C's Bob Thatcher, Milt Morrison and Glen Dodds "Ready to Fly."

However the Cadets have found time to participate fully in Station recreational activities. Basketball, Skeet-shooting, fastball and Archery are a few of the Sports in which they figure. Other cadets are active in such organizations as the Drama Club, the Photography Club, and even the Stamp Collecting Club.

Social activities on the Station are also plentiful. The Cadets' Mess provides excellent facilities for well-earned relaxation and recreation, and is in fact, "Home" to the Cadets. There are Dances, Stag Parties and other entertainments. Not only do these provide relaxation after a hectic week of study, but they present an opportunity for the exchange of ideas and opinions on many subjects. The outlook of the Easterner mingles with that of his fellow-trainee from the West, — Cadets benefit from these contacts, not only in their off-hours but on the job. The Cadet from Newfoundland and his colleague from Vancouver Island, working side by side on a Navigation problem are learning more than their specialty.

The activity of these Students on the unit, is whole hearted and welcome. The new and fresh outlook they bring to Station activities is valuable and at the same time, injects a somewhat cosmopolitan atmosphere into Station life as a whole.

They will leave AOS, this fall, one step closer to their goals, — knowing that they have benefited from their training and eager to carry on their work. These are "Men with a Purpose" — a credit to the Service and the nation.

HUNTING

and

FISHING



... with Joby

Duck hunting does not start until the month of September, and as this is only the August issue of *Voxair*, this article is perhaps a bit premature. However, many readers would no doubt be unable to get a September issue until after the duck season had opened and as a result may lose a couple of good shoots because they did not know where to go.

It seems that all hunters have a favorite spot at which they have the most luck. I have found that for the opening of the season practically any spot where there is any concentration of ducks will produce your bag limit without any trouble at all.

Netley, Libau and Delta marshes all produce wonderful shoots every fall for countless hunters. There are a vast amount of ducks in these marshes with many types being represented. Mallards, pintails, teal, red-head, scaup and canvasback are the main ones. The red-head and canvasback have become very prominent in the marshes the last few years and the concentration has been heavy especially around the Netley area.

The Netley and Libau both lie North of Winnipeg. The Delta marsh about 20 miles north of Portage la Prairie, is large and the season is opened on its fringes only during the first week of the season. The Marsh itself is opened a week later, thus giving the ducks a sanctuary from the heavy opening week bombardment.

Fine shooting can be had all along the south and west shores of Lake Manitoba, and some excellent stubble shooting is available later in the fall around Langruth and north of Poplar Point. For pot hole shooting no better area can be found than that around Minnedosa. Slough and pot holes abound in this area and it is just a matter of shooting on one, driving the ducks to another and shooting at them there. This kind of shooting can produce a lot of fast and very productive sport and ducks are usually in this part of the province by the hundreds.

Shooting in the marshes of Manitoba is generally done from a blind, either with or without the use of decoys. Decoys are a great asset but are definitely not a necessity. Many limit bags are brought in by hunters who never use decoys. Waders are a definite necessity as is a good warm shooting jacket.

A word here about a most important item in duck shooting—a dog. Many thousands of ducks are lost each fall that would otherwise be found if a dog were used by the hunters. It is almost impossible to find a wounded bird that is hiding in marsh grass and reeds that may be as high as a person's head. A good dog can bring in one of these wounded birds in a matter of minutes. It is indeed a thrill to watch a good retriever in action.

Many of us of course cannot afford to own or train a retriever but to those who are considering one at all, I think it is a most important piece of your equipment, second only to your gun.

The choice of weapons and loads bring out a great hue and cry from every hunter over his favorite combination. It is mostly a matter of preference, but by patterning his gun, a person can soon find the best load combination to use with it. Some guns will pattern much better with a number 6 load than a number 4, and so on.

It used to be that to shoot ducks one had to use shot of at least a number 4 size. Of late more and more hunters are switching over to smaller shot with the belief that there are not only a lot more shot per shell, but that the smaller pellets penetrate the feathers more easily. Personally, I have been using number 6 shot for years and find that they bring down a duck as fast as any load of 4's. Late in the fall when the big northern start coming, I usually switch to number 4's as those big boys take a wallop to bring them down.

For years the 12-gauge has been the favorite of shotgunners the country over. Of recent years more

and more chaps have been changing to smaller 16 and 20-gauge guns. Not only are they lovely little things to handle but they can belt a duck down as far away as the average Joe can hit one. The shells are less expensive and the gun itself is quite a bit lighter to carry. This means a lot if you lug it around through marsh all day long.

Countless hunters go out every fall after ducks but in the heart of each is the cherished hope that he can get a shot at the monarch of our skies, the Canada Goose. Here indeed is a splendid bird and one which deserves the best a hunter has to offer in skill if he wishes to get one. These large and majestic birds do not sit calmly in puddles as do the ducks, and wait for you to sneak up and pot them. They make a practice of landing far out in a wide open field or large body of water where they can command a view in all directions and thus be prepared to take flight with a moment's warning.

Geese are not bagged simply by sitting down beside a slough and waiting for a flock to fly over. The hunter would sit a long time and likely as not would never fire a shot. To get geese, other than by accident, a person must first of all be in the area where they assemble, dig pits, use decoys and usually employ the use of guides. Only after these preparations can one expect to be rewarded with more than a rare shot at these wily birds.

Good goose shooting may be had around The Pas and Flin Flon areas each fall and at other such points, usually far north. Lucky indeed is the hunter who can afford the time and money to journey up there for a shoot of this kind.

During the fall of 1957, a special season was opened for ducks two weeks prior to the main season. This season was to allow shooting over cultivated land only and not within 100 yards of water. The main idea back of this of course was to try and help some of the hard-hit farmers whose crops were being either partially or totally destroyed by ducks. It is indeed amazing to see a field laid waste in a matter of a few days by hundreds of ducks. Once they start



The Canada Goose. Our majestic monarch of the skies and one of the most sought after game birds in Canada and the United States.

feeding in a certain field it takes more than one little farmer waving his trusty blunderbuss to scare them away. They have become so wise of late that they have taken to feeding only after dark and in fact, usually do not even make their appearance at the field until it is practically too dark to shoot.

However, there seems to be considerable pressure being applied to try and discontinue this special season this fall. Far too many birds were shot last fall in such poor condition that they were abandoned and left to feed the wolves. Hardly the way to increase our waterfowl population.

Manitoba has some of the best duck shooting in North America, bar none. We are perhaps exceeded in numbers by Saskatchewan, but there are more than enough ducks right here at home to keep even the most ardent of us busy buying shells. If you doubt this, journey out to the west shore of Lake Manitoba some morning and sit watching them come in from their morning feeding to rest on the lake for the day. Clouds of them as far as the eye can see.

Make a point to start now in your search for a few good spots for the opening of this year's season. Take the family and go out for a drive on Sunday around the country. Usually by now there will be a few flocks feeding around or in small bodies of water. You can bet your boots that if you are there opening day, you won't be coming home empty handed.



Captain Paul Zancovich, of Chicago, Illinois, is a proud fisherman indeed. He is shown posing here with two whopping big 40 pound Lake Trout that he caught recently at God's Lake, in Northeastern Manitoba. Generally, fishing has been excellent this year, and shows no signs of diminishing whatsoever. Now is the time to start preparing for that fall fishing trip when trophies such as these are having their last fling before winter.

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HOW TO TAKE BETTER PICTURES!

Arrangement of Details in Photographs

Some photographs are dignified, others are shocking, tranquil, amusing or just dull and uninteresting. What makes one different from another?

The answer is twofold. Of course, subject matter is important. So, too, is that nebulous thing that even advanced photographers find difficult to explain . . . composition.

No manufacturer can build composition into his cameras. It is an ingredient of good pictures that is contributed by the individual photographer's sensitivity, experience and knowledge. But it is not a mystery to which only the professional photographer can be initiated.

Simply stated, composition is the arrangement of details in relation to the main subject of a picture. Good composition arranges these elements to obtain pleasing and artistic results in a photograph that has both sense and unity.

There are several words that can guide the amateur photographer to a good sense of composition.

The first is *emphasis*. One object or group must stand out unmistakably as the reason for the picture. This is the significant part of the picture, that section of the print that gives it meaning.

Simplicity, too, must be stressed. Anything unrelated in some way to the main point of the picture should be eliminated as the photographer frames his picture in the viewfinder or as he crops his negative before making a final print. With the un-

Contrast can add great interest to a picture composition. A picture of this little black lamb in a field alone might make a good picture, but not a "prize-winner," such as this one of the solitary black lamb with his snowy comrades. As a general rule, it is wise to photograph dark subjects against light backgrounds and light subjects against dark.



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

essential eliminated, simplicity renders more emphatic the important section of the picture. A common error that confounds simplicity is confusing backgrounds that appear in many photographs. Unless they mean something, overhead wires, telephone poles, ugly signs and clumps of bushes should not appear in a picture. Often the simplest background can be the sky. But many photographers fail to utilize it.

Contrast can impart interest to a picture's composition. A picture of a black cat in a coal pile might make little sense. But place the cat against a white background, and contrast will emphasize the cat. As a general rule, it is wise to photograph dark subjects against light backgrounds and light subjects against dark.

Advanced photographers are familiar with the rule of the thirds. This phrase sounds highly technical. It's not at all mysterious though. The idea is to think of your picture as divided into thirds, both horizontally and vertically — before you snap the shutter. According to this rule of composition, the center of interest is well placed if it is located where horizontal and vertical lines cross. Any of the other three places where lines cross is a pleasing location for objects of secondary interest. The rule works especially well, photographers believe, when the pictures deal with action and movement.

Each kind of line in a photograph has a different meaning and stirs a particular reaction in the viewer's mind, many photographers point out. Flowing lines, such as the curve of a road or the slope of a hill, are said to give grace and rhythm to a picture. Diagonal lines add excitement and life. Long, level horizontals imply peace and tranquility, while verticals are apt to impart dignity to the picture.

The importance of background has been mentioned here. The use of foreground material also can contribute greatly to the success of a picture. In photographic landscapes, you can include a person, a branch, or other object in the foreground to provide a sense of depth and distance in the scene. If you place a person in the foreground, have him look at

the landscape instead of the camera. In this way, the eyes of the people who see your picture will follow the subject's eye into the most important part of the picture.

The dead center of a picture is a static spot. Try to avoid having the major interest there.

When action is included in your picture, the direction of this action should lead into the picture, not away from it.

When photographing people, avoid placing them all in a row. Pictures made this way are monotonous and uninteresting. Keep the group natural, talking together or with their attention centered on an object of mutual interest . . . other than the camera.

Study the composition of your pictures and those of other photographers. Frame sections of the prints to discover their most interesting sections. And with the lessons of experience, set out to make more meaningful pictures.

Simplicity must be stressed in a good picture. Anything unrelated in some way to the main point of the picture should be eliminated as the photographer frames or crops his picture. Trees, clumps of bushes, telephone wires, signs, or anything else would have impeded the contrast and composition of this picture. Often the simplest background can be the sky — but many photographers seem to forget this.



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GUIDED MISSILES and LOGISTICS

by

WO1 H. D. HARRIGAN

GUIDED missiles are rapidly reaching the state of development at which they will shortly become inventory items in each of the Armed Forces. As is well known, any piece of military equipment cannot fulfil its designed role unless the problems of logistics (supply and maintenance) are reduced to a minimum. In the past, the introduction of new aircraft, new field weapons or new types of naval equipment posed problems of logistics that, at the time, seemed insurmountable. These problems were however solved.

Unfortunately the problems involved in the use of conventional weapons were almost negligible compared to the logistical problems born with guided missiles. A few years ago, military language did not include such words and phrases as ram-jet engine, inertial guidance, hyperbolic, cine-phototheodolite etc. Going hand in hand with these new additions to

our "lingo" are new skills, new trades, new components and all their associated implications.

MISSILE TYPES

These are basically three types of missiles being developed and each system is complex, but complete. One type of missile is the free rocket type, unguided and therefore the least complex. It is merely pointed towards the target and fired. Its simplicity combined with mobility, makes it an attractive tactical weapon. Its weights however in the form of a solid propellant rocket means that re-supply and redeployment of a firing unit present some novel logistical snags.

A guided missile of the surface-to-surface or surface-to-air variety possesses all the limitations of the free rocket plus exceedingly complex guidance, propulsion and electronic systems. Missiles in this category normally have most of their guidance equipment ground-based in vans. The maintenance of this

equipment and its associated support and check-out equipment are problems often greater than those of the actual missile maintenance.

The third category of missile is the ballistic type, whose range may vary from a hundred miles to several thousand miles. The ballistic missile invariably carries its guidance equipment as a self-contained installation and therefore the numbers of ground based vehicles, vans etc. is reduced to a quantity comparable with any presently available weapons system. This does not mean that there are no logistic problems. Far from it. The logistic organization must be such that millions of gallons of highly toxic, highly explosive and very difficult-to-store liquid propellents must be made available, on extremely short notice. Such propellents include nitric acid, aniline, liquid oxygen, hydrosine etc.

The greatest percentage of missiles will possess an atomic capability. The legal, physical and administrative controls and limitations imposed upon atomic, hydrogen and other special warheads are such as to compound the already severe missile logistic problems by several factors.

The answer to the question of whether logistics can be streamlined to allow the maximum value to be gained by the forces from their new weapons is obviously "yes." New military arts, techniques and doctrines, now under compilation and evaluation prompt such an opinion.

Some of the arts, techniques and considerations which will ensure sound logistics are briefly brushed upon in the following paragraphs.

THE GUIDANCE SYSTEM

The guidance system is quite naturally the heart of a guided missile, and as such, must have an unbelievably high incidence of serviceability and reliability. Spares, check-out equipment and power supply equipment must be readily available. Missile ranges dictate that often the target and launching sites are widely located one from the other. A vast amount of survey, meteorological, target detection and selection devices etc., all of a special type, must also be supplied and maintained as organic unit items.

Mobility is extremely desirable in any missile system. The shorter the missile range, the more es-

sential becomes this feature. The ease of mobility is essentially a product of size, weight, configuration and ruggedness. Some missiles, such as an anti-tank missile, can be moved with the ease of a mortar-firing bazooka. Other missiles can be transported on trucks or trailers in a manner similar to the ground transport of an aircraft, torpedo or field gun. The larger missile may vary in length from 40 to 100 feet and may weigh a hundred tons. Special rail and road systems, with ample horizontal and vertical clearances, are therefore musts.

MAINTENANCE HEADACHES

Any missile is complex. There is probably no weapon in service today which can match a modern guided missile in complexity, close tolerances, special material, component miniturization, etc. Industry, therefore, has not produced comparable civilian items in the past, nor can it readily convert from washing machine production to missile production. New factories consisting of special buildings and special tools must be produced.

The storage of a missile is much more difficult and critical than is the storage of any aircraft. While on site they must be kept in a state of live storage so that they can be fired with a few minutes' notice. Normally, they must be kept in a temperature, pressure and humidity environment of the most rigid variety. The smallest dust particle coming to rest upon a hydraulic control or an accelerometer could mean complete mission failure.

While missile maintenance in a unit is usually of the component replacement type as dictated by hundreds of "go—no go" electronic checks, a vast host of highly specialized technicians must be available at the factory and at the many storage and supply points that separate the contractor from the user.

In summary, then, the problems being fostered by our new family of weapons, the missile with a special warhead, can be solved, although the solution is not easy. These weapons must be evaluated and their potential realized by the user, and, above all else, the user must be prepared to accept it and its logistical implications. The logistic problems, like the technique of war may not be new, but you can bet your bottom dollar that they will be different and much more difficult to overcome.

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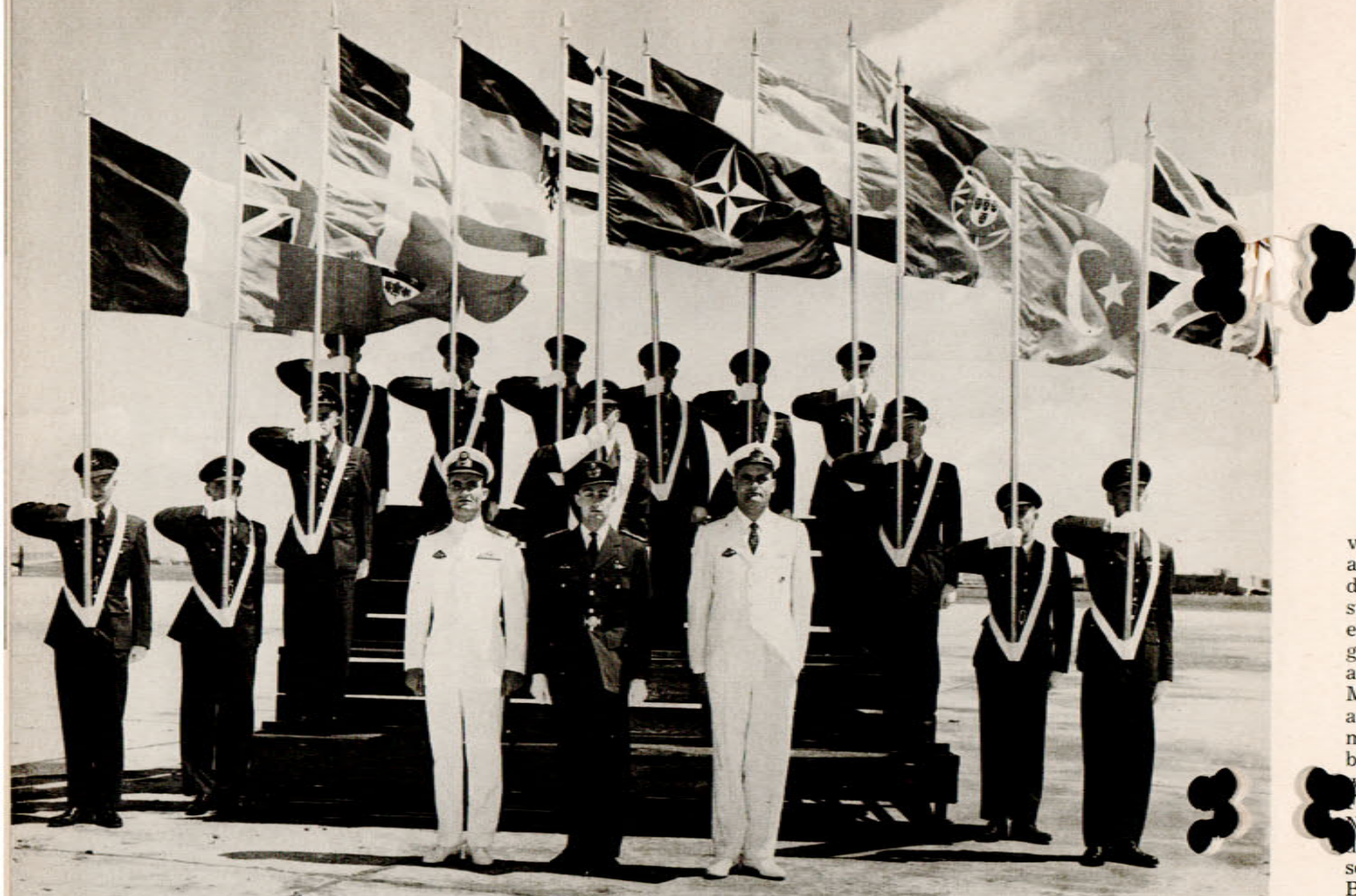
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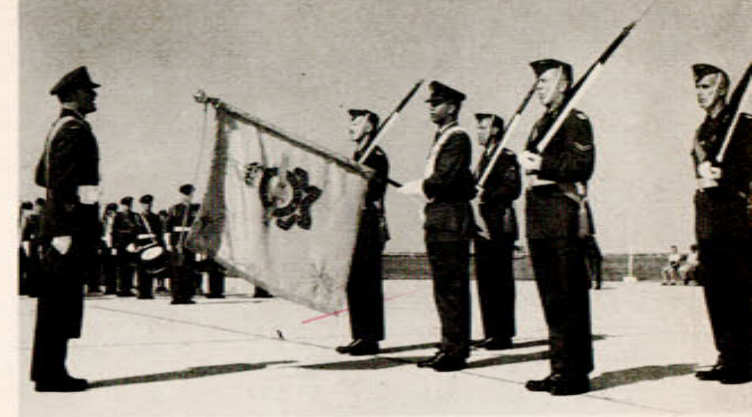
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As Warrant Officer first class Tommy Walls barks commands, Flying Officer J. A. Edwards unfurls the Queen's Colours of the RCAF. The ceremony took place during a military review at RCAF Station Winnipeg on July 19 and marked the end of Canada's original NATO aircrew training scheme. WO1 Walls is stationed at Moose Jaw and F/O Edwards is employed at No. 2 Air Observer School in Winnipeg. (National Defence Photo.)



When you read or hear about ambassadors, what vision does the word conjure up in your mind? I always used to think of an ambassador as a portly, dignified, middle-aged character, wearing a pinstriped suit and carrying a bulging briefcase. However, my way of thinking has changed, and there's a good reason. You see, we've had a lot of ambassadors at Winnipeg during the last seven or eight years. Most of them were young, carried navigation bags and wore, amongst other things, a varying assortment of smiles. We like to think they wore the smiles because they were glad to be here. The "other things" were the many different uniforms of the NATO Air Forces. You who read this may call these young men NATO Aircrew Students, but I call them ambassadors; they were friendly, easy to get along with, and serious about one thing—their chosen profession. Believe me, the World could do with some of the goodwill which existed between these boys and the Canadians, both service and civilian, who met, looked after, and entertained them during their stay in our country.

Of course, Winnipeg didn't have a monopoly on NATO students. There were thousands of them, and they made their mark throughout Canada, from

Summerside, PEI, to Claresholm, Alberta. But those at Winnipeg were *our* favourites; they were entrusted to our care, and looking after them was a never-to-be-forgotten experience, made all the more pleasant because they gave us the feeling that our efforts were appreciated. This friendly invasion by thousands of unofficial diplomats was known as The NATO Air Training Plan, and the ceremony held at this Station on July 19th, 1958, heralded its end.

The NATO Air Training Plan was the successor to a similar scheme of World War II, the British Commonwealth Air Training Plan. In Canada the BCATP trained some 131,000 aircrew and showed the high level of output which can be achieved by an organization of this nature. This success was proof that the NATO plan would, in its turn, provide the Western World with badly needed aircrew. In Canada training facilities were in abundance; aircraft, instructors, and vast air spaces, clear of private and commercial aircraft, where student pilots and navigators could practice their arts without hindrance. By early 1950 plans were complete, and from all corners of Europe they came—from the mountains of Norway, the green hills of England, and the vineyards of France—eager to learn a new job

AMBASSADORS ALL!

By F/O R. ELEY

The NATO Star centres the flags of twelve nations at RCAF Station Winnipeg as the RCAF and NATO units mark the coming termination of the original NATO aircrew training plan with an impressive military ceremony. The three officers in the foreground (left to right, Lieutenant Aris Botas, of the Royal Hellenic Air Force; First Lieutenant Roger Steens, of the Belgian Air Force, and Lieutenant Lorenzo Conte, of the Italian Air Force, carried an illuminated scroll which was presented to the RCAF as a token of appreciation from NATO member nations whose aircrew received their training in Canada. The parade was held on Saturday, July 19. (National Defence Photo.)



A/M H. L. Campbell, CBE, CD, Chief of the Air Staff, inspects the Guard of Honour, during the NATO Ceremonial Parade.



A.M. H. L. Campbell, Chief of the Air Staff, accepts on behalf of the RCAF, a scroll presented by Supreme Headquarters, Allied Powers in Europe. Representing SHAPE at the ceremony, and seen with A.M. Campbell, is A/M Sir Hugh Constantine, KBE, DSO, of the RAF. The scroll was presented in recognition of the RCAF's "outstanding contribution to the Military Cause of NATO."

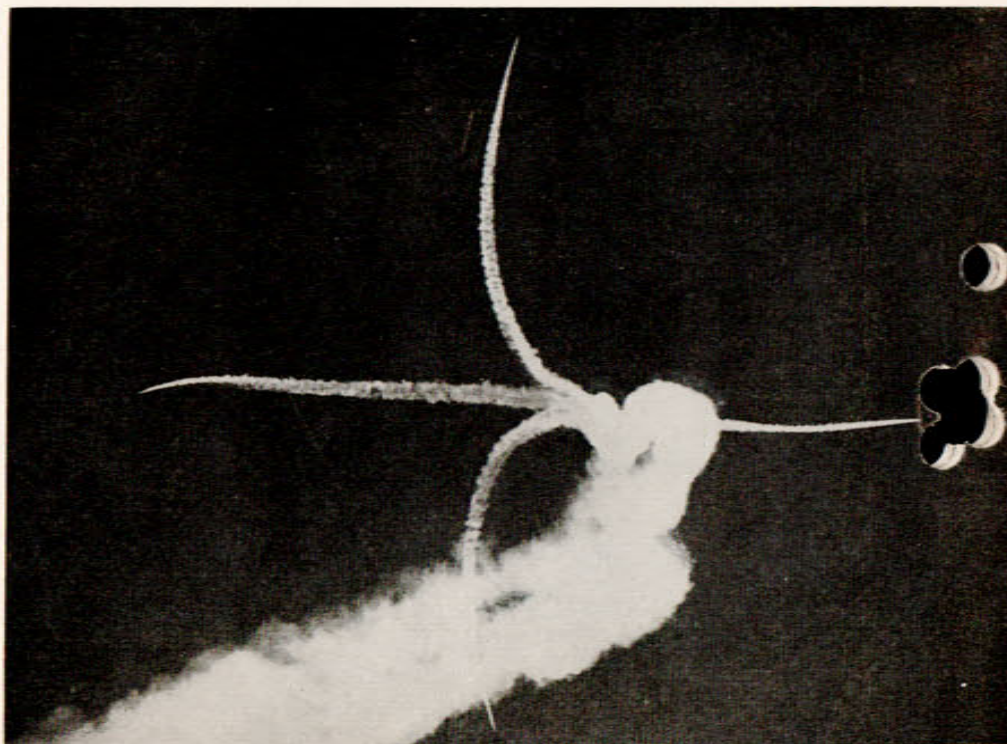
portant occasion there are always high-lights, those moments which stand out and make the event unforgettable. For me there were many highlights, the splendidly performed "Advance in review order," the fanfare by the RCAF Coronation Trumpeters, the flypast of T-33 aircraft and their aerobic "bomb burst," and the impressive finale when, with their National Anthems playing in the background, the flags of the NATO countries participating in the scheme were lowered one by one, in symbolic farewell to Canada.

The flags have been lowered, the ranks have disappeared, and the furious activities of the past few weeks have finally subsided; but the happenings of a certain Saturday afternoon in July, 1958, will long be remembered as the culmination of many years of friendly cooperation between countries. The NATO Air Training Plan meant much hard work for many people, but it was worth it. Today we can look around and see the results of that work; with few exceptions, the NATO Air Forces have now reached their required aircrew strength, and those that have not are now able to carry out their own training programmes, no doubt using as instructors some of their earlier NATO graduates. Although the original plan has ended, training continues for a limited number of students from Norway, Denmark, The Netherlands and West Germany. Let them come—they will be as welcome as the rest. We've made a lot of friends during the past eight years, and in these troubled times friends are a mighty asset. Most of the students were at an impressionable age, an age when memories are most easily stored and we hope that for many years to come they will remember Canada as a place where hospitality and teaching went hand in hand.

By their success in making this international enterprise work, and by the good job they did for their countries and for NATO, they have earned their title—"Ambassadors All."

and see a new country, and possibly a little apprehensive about what was, to many, a strange language. They came and learnt, saw and marvelled, and conquered the hearts of people everywhere. In all there were over 5,000 NATO students trained in Canada, and the Air Observers School at Winnipeg trained 2,200 of them.

The parade which climaxed the activities of the past eight years was as splendid and inspiring as the Training Plan itself. A parade ground is not the most comfortable place to be on a hot summer afternoon, but this did not affect the high standard achieved by everyone taking part. It is not my intention to describe the parade in detail, as no doubt each of you has, by now, either read about it or seen it — at first hand or on TV. However, on any im-



BOMB BURST!

Whistling jets carve the four-pronged pattern of a bomb burst into Winnipeg skies during the ceremony at RCAF Station Winnipeg that marked the ending of Canada's aircrew training agreement with other NATO member nations. Piloting the smoke-trailing T33s were Squadron Leader Ken Lett, of Carp, Ont., who led the formation; and Flying Officers Len Eisler, of Odessa, Sask.; Olle Fritsch, of Gothenburg, Sweden; and Cal Young, of Stewiacke, N.S. All officers are flying instructors with 3 Advanced Flying School, Gimli, Man. (National Defence Photo.)



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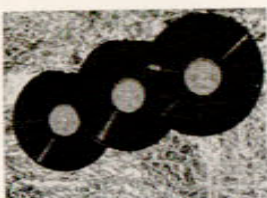
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THE GREAT BROTHERHOOD

of "HAMS"

by AC RIPLEY

In a century of progress, mankind has progressed from communicating by pony express, to the elaborate teletype and radio transmitting apparatus of the present era. It is only natural to assume this as evolution, but most of the progress is due to a small group of the world's population who make up the Radio Amateur Fraternity. These people are called "HAMS."

The names Morse and Marconi need no explanation nor is it the purpose of this article to recapitulate the history of radio itself. A few highlights might be mentioned, merely to bring an understanding of why these pioneers of radio become known as Radio Amateurs (HAMS).

Before the formation of the World Wide Telecommunications Organizations, a person could use any radio apparatus for experimental purposes on any wave length at any time. The field was unlimited. "Tinkerers," as they were called, began to build ridiculous spark-gap transmitters and miscellaneous types of detector receivers. Soon came the crystal receiving sets—consisting of a set of earphones, a crystal and the so-called cat's whisker. Many of these inventors were telegraphing across town and even as far as 100 miles at night. Their inefficient and erratic equipment could be heard across the entire radio spectrum. Their random signals were picked up at almost any hour of the day, some would call for hours with no reply, (of course the transmission of a voice had not yet been achieved). All around the clock the watchers would sit, listening on a crystal set for a peep out of the ether. This was the start of the Radio Amateur, any type of person you could encounter wanted to build a radio set.

At the birth of radio the amateur began experimenting and building up his own equipment. Soon came the invention of the vacuum tube, later the transmission of voice, new receiving equipment, transmission over 1,000 miles, more and more elaborate equipment.

Now the skeptical world was accepting radio and organizations were formed. These bodies from each

country met, selected and laid down the allotment of frequencies and rules for transmission that still exist today. Radio was now a specialty, it was no longer the age of the tinkerer, equipment became too complex for the average work-a-day person. To use transmitting equipment a licence was required. The amateurs in the United States formed the American Radio Relay League which became the world-wide voice of the Radio Amateur. The American Relay League (ARRL) sent representatives to all Telecommunication meetings and upheld the rights of the Amateur.

Now a period of quietness settled over the bands with each company and organization working on specialized equipment for his own particular use. War followed and many Radio HAMS enlisted and were sent to the front immediately. Following the war, great progress was made in all types of radio transmitting apparatus. It is interesting to note that most of our electronic computers, television sets, navigational and radar equipment were designed and promoted by radio amateurs. As one can see, Amateur Radio covers a vast field.

The background of the Radio Amateur is no more spectacular than that in fields such as aviation, medicine, etc. The difference lies in what the Amateur actually does. Since he can choose either message handling, ragchewing, technical work or all three, the HAM can never run out of things to do in his hobby. Normally a HAM wishes a day had 48 hours. What he does and how he does it could fill a number of books. We will explain the meaning of Message Handling, Ragchewing, Technical Work.

In message handling the radio amateur offers the public a free service, which of course carries no guarantee. This service enables anyone to send non-commercial messages within Canada or U.S.A. and in many other countries (there are restrictions). You merely contact a Radio Amateur and give him all the particulars, he will send your message out on the "NET."

A NET is a meeting of amateurs from all over a province or other area on a specific frequency at a specific time (generally twice daily). Each NET has a controller who directs it at every session. Here is an example how the MANITOBA AMATEUR RADIO NET operates.

"This is VE4JY calling the MANITOBA ARRL PHONE NET. The Manitoba NET meets nightly at 900 hours Central Standard Time on a frequency of 760 kilocycles for the passing of traffic, arranging schedules and for any other matter concerning the good of Amateur Radio. Co-operation is requested of non-participating stations to help keep the frequency clear until the end of the net. This is VE4JY standing by for any emergency traffic.—Pause—This

is VE4JY calling the NET—VE4AN George at Portage—A voice booms—"Good evening MEL, VE4AN Portage is clear. Fine George, you're clear—VE4AY Jack at Morden—I'm clear MEL VE4AY—Okay Jack you're clear VE4BB Mobile BAB—" and so it goes. If you had sent a message it would go direct to the station on the NET who has outlets to your addressee. This station in turn would pass it to another NET and so on. The NETS are Provincial, Regional, Area and Overseas. Manitoba passes to the Tenth Regional Net in the States which passes to the Central Area Net, which passes to the Transcontinental Net. Overseas traffic goes to the "MARS," Marine Amateur Radio System of U.S.A.

(Continued on page 31)

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WINNIPEG



Players and Coaches lined up around the Diamond for introduction to the spectators at Little League Day, '58.

BEAUTY



TORCHY PIN-UP GAL

Ann Blyth represents Jazz Age pin-up girl in title role of Warner Bros. "The Helen Morgan Story." Miss Blyth scores as famed torch singer of the '20's in romantic action drama, co-starring Paul Newman, Richard Carlson and Gene Evans.

—From Warner Bros. Studio, Burbank, California.

LITTLE LEAGUE DAY

By WALDO

The Pony League diamond, on North Conway Street, was the scene of action for the first annual Little League Day to be held at RCAF Station Winnipeg. Proceedings got under way at 1330 hours 12 July, with an address by Wing Commander D. C. Evans, chairman of the Little League Day planning committee.

Following the opening address, players of the teams participating in the league were introduced to the spectators by Cpl. Hodgins PMQ councillor in Ward Six.

The baseball games then got under way, with the Chiefs vs. The Indians in the first game. Score in this game was 9-3 in favor of the Chiefs. Winning pitcher was Boyle, while Fanning was charged with the loss. In the second game, the Braves won easily over the Warriors. Booth, Taylor, Hodgins and Schultz combined to defeat the Warrior team. Losing pitchers were Locke and Stack.

The games provided lively, interesting entertainment, with the

players showing a crowd-pleasing "hustle" indicative of good physical condition and ability to play the game well.

In addition to the ball games, a refreshment booth was in operation, and band music was played throughout the afternoon.

Members of the committee organizing Little League Day '58 were: W/C D. C. Evans, Chairman; W/C W. F. Davy, Mayor of the PMQ Council; F/L's B. Madill and S. E. Mayer; WO2 J. H. Girard; F. Findlay and Cpl. Hodgins. They are to be congratulated for a very fine job. The day was a success, and with more support from the parents of the boys on the teams, next year should see Little League Day '59 a really outstanding success, not only from an attendance viewpoint, but in the calibre of baseball as well. It is to be hoped that the very necessary interest of the parents will continue and grow into active participation in this worthwhile and interesting project.

BETTER THAN WINNING SWEEPSTAKES!

Two Winnipeg Corporals—Floyd Laffin, of the Arm's Systems Section, and Bill Bambrick, of Voxair—are wearing wide smiles nowadays, and with good reason. These twofortunates were recently selected for university training under RCAF auspices.

Cpl. Laffin, a native of Shubenacadie, N.S., joined the RCAF in 1954 after completing High School at Truro Collegiate and one and one-half years at Dalhousie University. A happily married man for the past eight years, Floyd is the father of three children. He commences studies this fall at the University of Manitoba in Electrical Engineering, after completion of which he intends to become an Armament Officer in electronics systems.

Cpl. Bambrick, of Toronto, Ontario, joined the RCAF as a "Fitter" in 1949 with Ontario grade ten education, obtained at East York Collegiate. Having just completed his senior matric through DVA and evening courses, he will be entering the University of Toronto this fall, where he will also study Electrical Engineering. One of the gradually diminishing number of single corporals at Winnipeg, Bill intends to pursue a career in electronic guidance systems—preferably with guided missiles.



Stop at the sign of the North Star for gasolines that are refined specifically to suit the needs of those who live between the head of the lakes and the Rockies.



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Pause, refresh with ice-cold Coca-Cola





by DOUG WILLIAMS

HOLIDAYS and the arrival of hot weather have combined to make quite a few changes in the sports picture. Almost daily we hear of an even bigger "one that got away." Campers to date have found very few mosquitoes, and it appears the annual craze for marathon swimming is well under way.

INTERSECTION SOFTBALL league has now completed the second round of the schedule. I & E Repair and AI Staff teams topped the A and B groups respectively. Armament Systems placed second in the A Group while AI Flight held the corresponding spot in the B Group.

The teams have been regrouped on the basis of their second-round positions and are away on the last lay of the schedule. Station winner is to be determined by playoffs between the top two teams of each group with the winner of each group meeting in the final. Subject to rained-out games the scheduled play-offs should be under way by the time this hits the newsstands.

RCAF NOMADS CRICKET TEAM holds regular practise sessions each Tuesday and Thursday at 1830 hrs. New players and spectators are invited to both the practise sessions and the games which start at 1430 hrs. each Saturday in Assiniboine Park.

In the AIRWOMEN'S SOFTBALL League the RCAF Kirkfield Pats started out with a win over CPAC on July 2, but from then on they have dropped two to Holy Ghost and lost a return game with CPAC. On July 22, they defeated Great-West Life 9-0 at Kirkfield.

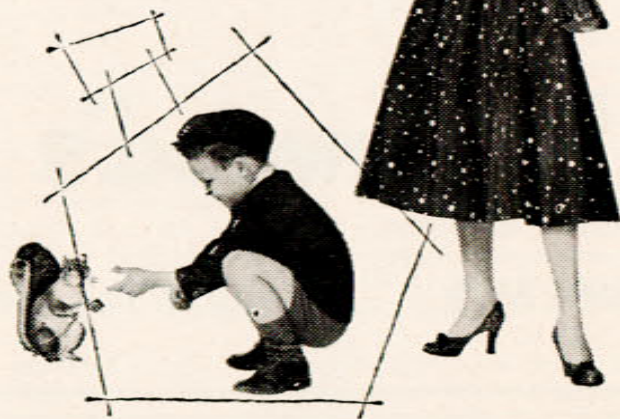
In tournament Ball the girls picked up second place at St. Eustache, losing to Oakville Girls in the final.

An all-Airforce girls' team played at Station Portage on July 9, and won by a whopping 24

to 4. The Winnipeg girls were in command all the way. LAW Oronoski and LAW Johnson shared both the pitching and catching duties with LAW Lent also assisting on the mound. Sgt. Sutherby and LAC JOHNSON capably han-

dled the coaching duties. Stn. Winnipeg line-up: LAW Oronoski, LAW Johnson, LAW Arnett, AW2 Staduyk, LAW Jones, LAW Hurst, LAW Lent, LAW Richer, LAW Einsiedler, Alice Dumka and Hazel Martin.

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AGENTS FOR

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THINGS TECHNICAL

Edited by
RON BAYNES

CL-44: GIANT NEW TRANSPORT FOR THE RCAF

The towering tail-assembly and underslung "chin" of the CL28 "ARGUS," now entering service with Maritime Air Command, is rapidly becoming familiar to the aviation-conscious of the world. Local personnel recently had a close glimpse of the giant sub-killer when it was displayed at RCAF Station Winnipeg, last Air Force Day.

Not yet as well known perhaps, is the Transport-sister-aircraft of the "ARGUS"—the CL-44, a four-engine, long-range turboprop transport on order for the RCAF from Canadair Ltd. of Montreal.

Length of the new transport will be almost 137 feet, or 23 feet longer than the "ARGUS," which up to now is the largest plane ever built in Canada. This makes available a total gross volume of 7,320 cubic feet for cargo, or space for up to 154 passengers. Wing span will be 142 feet, 3 inches.

CL-44 will be powered by the Rolls-Royce Tyne 11 engine. With this power-plant it will have an all-up weight of 205,000 pounds and a cruising speed of 375 mph. Range is in the 5,000 mile class.

A civil version, the Canadair Liner will take a 154 passenger thrift-class load, non-stop New York to London, at a direct operating cost of approximately 1.0c per seat mile, including depreciation—which compares very favourably with the present cost per tour-

ist seat-mile of 1.8 cents. The Civil version will be powered by Bristol Orion engines.

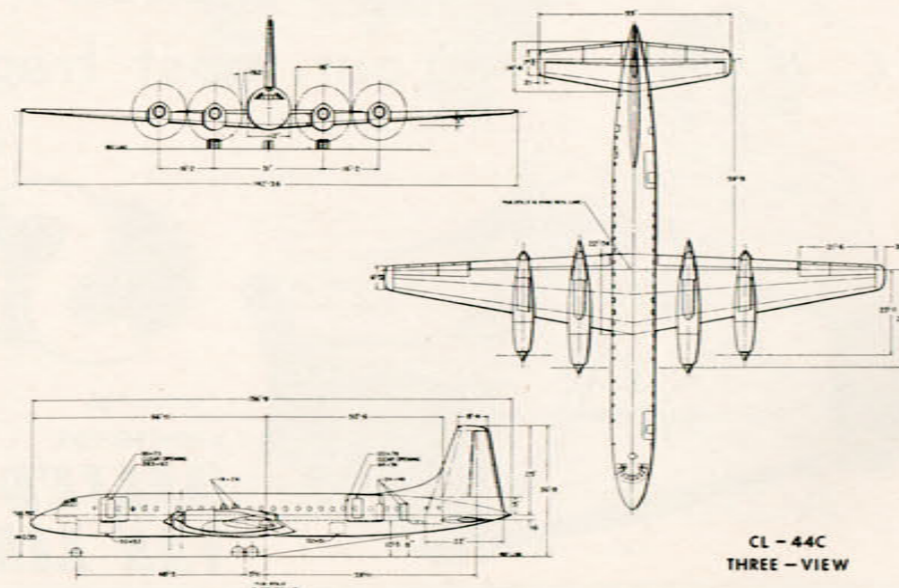
The all-cargo Canadair Freighter, will carry approximately 70,000 lbs across the Atlantic at a 400 mph cruising speed.

Canadair's CL-44 program calls for delivery of the first aircraft to the RCAF late in 1959, and the commercial version could be delivered from the beginning of 1960.

It is noteworthy that the Tyne

engine, which will power the RCAF's transport, has been selected also for the Vickers Vanguard aircraft which have been ordered by Trans-Canada Airlines and by British European Airways.

In its civil role the CL-44 will be a serious contender for the long-haul, low-cost passenger and cargo market in the turbine era. In its military role, it will be a formidable addition to the equipment of the RCAF's Transport Command.



Artist's conception of the CL-44 turbo-prop transport now in production for the RCAF in one of Canadair's Montreal plants.

THE GREAT BROTHERHOOD (Continued from page 24)

The Ragchewer type of Radio Amateur falls into two categories, local and long distant. Most amateurs generally are ragchewers when they first receive their licence to operate, and go on later to the traffic and technical part of HAM Radio. It might be noted that an amateur who procures a licence in Canada must work for one year on morse code before being granted an examination to obtain Phone privileges. Once Phone privileges have been granted, the amateur can work any band with any type of transmission. The local ragchewer may talk for hours to fellow HAMS, while the long distant ragchewer may merely exchange his name, signal strength and request a confirmation of the contact (Radio Amateur Post Card). The long distance operation is called (DX) (for distance). Many amateurs work DX, sitting up late into the night just to exchange hello's with some foreign country. If you listen in the 14 megacycle band, you may hear something like this: KA1AA in the Virgin Islands this is VE4TJ in Winnipeg returning, OK Harry—your signal is still holding up here and fine business on your new antenna. There are lots of DX stations on tonight. I heard a ZL (German) working a ZL (New Zealand) down the band a bit, I think I'll try to get through to them later tonight. Well, we'll turn it back to you Harry, to see if you're still copying us there in St. Thomas—KA-AA in the Virgin Islands this is VE4TJ in Winnipeg signing over—take it away Harry. On the 14-21-28 megacycle bands day and night this goes on. With a flick of a switch and a touch of the key, or a

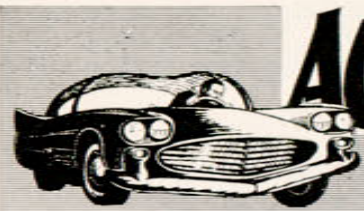
few words into the microphone, the Ragchewer is talking to the world.

The technical Radio Amateur is the one who can claim most credit for advancements in present day electronics. Many amateurs actually build their own equipment. The HAMS' constant experimentation with different circuitry, new types of antennas, transistors, micro wave technique, radar reception, television broadcasting, all reflect in the new electronic gadgets that surround us today. Though his every day job may be in Electronics, some of the great achievements have come from Radio Amateurs whose daily profession had nothing to do with electricity.

The complete story of the Radio Amateur (HAM) could fill a book—Mobile hidden transmitter hunts—Field days (operating portable equipment from tents in a field)—Civil Defence exercises (evacuation of cities)—Serving communities in times of disaster (Winnipeg flood—Sarnia hurricane). This is all part of a community effort and the inconspicuous HAM does his part when called upon.

If you experience Radio or Television interference which may be caused by a Radio Amateur, (try to be sure), then call him personally on the telephone and explain the difficulty. He may be able to eliminate the interference or to help you in some other way if the trouble lies elsewhere. If of course a Radio Amateur will not co-operate (which is very rare), inform your District Radio Inspector, Department of Transport. I'm sure that every HAM will co-operate.

VE4GG RCAF Stn. Winnipeg.



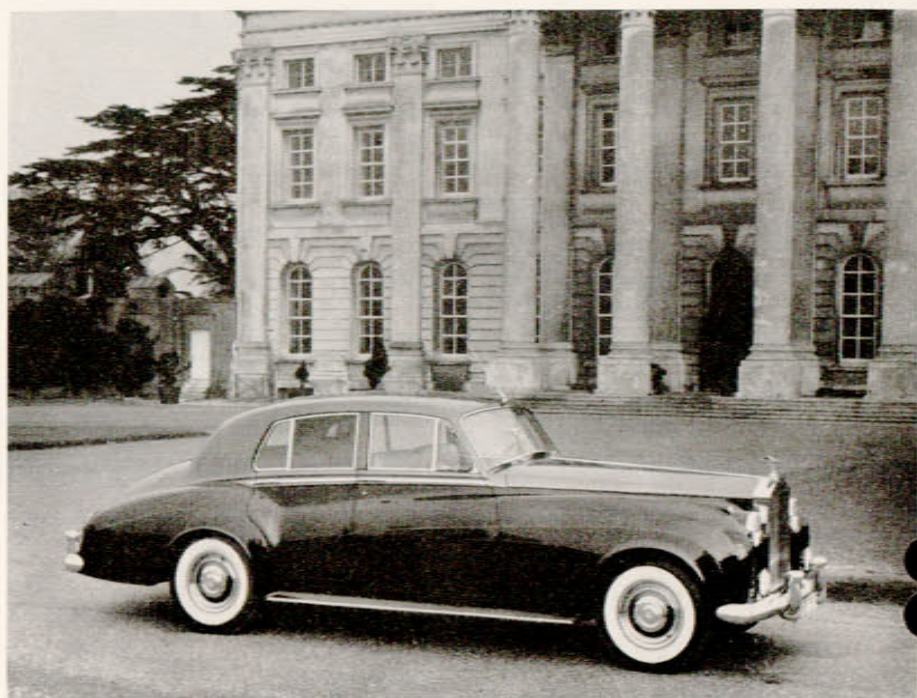
AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

ROLLS ROYCE FOR 1958



The 1958 Rolls-Royce "Bentley S." This car is identical with the "Silver Cloud" except for a slight difference in the radiator.

I had the good fortune to spend a short time travelling around Europe a month ago, and thought I would take advantage of this opportunity to inspect the home port of the 'Best car in the World.' In many ways this was almost a pilgrimage, for I have long admired the genius, drive, efficiency, and meticulous care, that have always been the hall-mark of the company. But the outstanding fact about Rolls-Royce, leaving aside the myriad myths that surround the name, has been that they have never claimed to be more brilliant, or ingenious than any other manufacturer, but simply state that they do what others attempt, a little better. This spirit could be no better exemplified today, than by the typical answer I received when I questioned a man in the factory about the tolerances used on a part; it was invariably—"Until it is right." So, it was partly from that point of view that we have been prompted to do a series on Rolls-Royce. In that way you will be able to see how it is possible to build such a car, and also what we would gain if some of this care was taken in our everyday machine. To achieve that purpose this series will be split into three parts. My impressions of driving the

current car, with power steering; car assembly and production; and finally, testing and quality control.

I found my schedule as tight as any the air force plan, and I could only spend one rushed day at the Crewe home of these fine cars. But a crowded eight hours enabled me to fit in every one of my whims, thanks to the magnificent co-operation given by the firm. The buildings, in themselves, are not unduly pretentious, and it is only when you go into the "owner's waiting room" that you see a difference. Here an owner of any Rolls car, old or new, plus prospective customers, is seated until he can be looked after by the executive branch. The room is suitably covered by old shots of their cars and large albums abound with further photographs. Naturally, you are served tea as soon as you sit down! I can imagine Detroit's answer to that sort of attention, if requested by an owner! The first item on my agenda was the car. A new Bentley 'S' was brought up outside within ten minutes and we were away. In case your memory fails you, both the 'S' and the Rolls Silver Cloud are identical machines, except for the radiator, and I have already de-

scribed the body, chassis, engine, and other details in the September 1955 issue.

I had not driven one of these cars for over two years, and I must confess to immediately noticing the incredible quietness of the whole car. I used to think my little Jaguar quiet, but the Rolls resembled the stillness of a summer evening in the prairies. The 1958 cars have power steering ("assisted" is a more accurate term) fitted as almost standard, besides a healthy boost in power. The combination is most potent. I can truthfully say that I have never driven any car with a power steering that even begins to approach the Rolls-Royce system. Anything we produce on this side of the pond is positively dangerous by comparison. Parking is as easy with ours, but the big difference opens up on the r.c.s. The feel is completely positive at times. When the car is taken into a corner the steering stiffens up the harder you take it, as in the unassisted case. The result was that I found myself going into corners with \$13,000 worth of car at speeds of 60 and 70, after having driven it for only fifteen minutes of something I would never

have been able to do before. Moreover, it is a practise I defy anybody to do on our machines at such short notice.

The car is big, that no one will deny; yet it feels small to drive due to the admirable seating and steering position of the driver, a fact that helps to impart confidence in such an expensive car. The rear shock absorbers have the Rolls feature of two settings, hard and soft. Frankly, I found both soft. But what can the manufacturers do, for you daren't have anything but supreme comfort in that car. It is not a sports car, nor does it handle like one. I suppose you might say it is considerably less sporting than the previous series of cars. It is still a pleasant car for all but the most ardent enthusiast. A personal fault, and one other drivers have with these machines, is the deceptive way she gets up steam. When I thought I was doing 65, I looked down to see 90 on the clock! Can be expensive with the local constabulary. The added power has given the required getup and go that was lacking in this prestige car before, besides handling emergencies and higher speeds more easily. I'm afraid I cannot criticize anything in the driving compartment. It is such a well designed and turned out packet that criticisms would be superficial at worst. The seats really support you in true comfort; something NO other car manages to achieve. The handling is smooth and effortless at all times. The cockpit layout excellent. All this does, I'm afraid, is to make me even more determined that at some time before I pass away I will own one of these cars! But, it is time I went to bed, and the editor will be screaming for my copy, so I will take the car back to the works and regretfully leave you for another month.

STUDEBAKER SMALL CAR

Studebaker of Canada is expanding its dealers as rapidly as they can be enrolled. The reason? A new small car for 1959. Studebaker, being small, have been able to redesign their dies to meet the present tastes in time for '59. They are gambling on the bet that the big three cars will be as large as in 1958, and that their reception will be as bad. I'll get on that band wagon any day of the week. The car, so far a well kept secret, is to be smaller than previous models, with a wheelbase of around 108 inches. Price in Canada should be \$2,400. The car will feature more luxury items and trim than the Scotsman series. Styling will be for minimum de-

preciation—no fins! Also it will have no yearly changes. Be prepared for a family resemblance to Mercedes—whom Studebaker will be handling across the country in 1959.

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Education Edicts

by SAM SIMPSON

The Staff of the Education Section wish to congratulate all the personnel that passed their trade exams. A passing thought to the others: "Remember he who STUDIES today SUCCEEDS tomorrow."

For the statistically conscious, here is a general summary of the April '58 Trade Examination:

Attempted Examination	193
Passed	156
Failed	37
Percentage Passed	81
Percentage Passed Oct. '57	70

STATION ACHIEVEMENTS

LAC PETER, E. D.—AFTech 2, with a mark of 84, came second in the RCAF in a field of 237 who wrote the Gp. 2 examination.

AW1 Glowach, H.—ClkTyp (Adm) 2, with a mark of 84, came second in the RCAF in a field of 147 who wrote the Gp. 2 examination.

LAW HORNICK, S. M.—MedA (H) 2, with a mark of 86, came first in the RCAF in a field of 23 who wrote the Gp. 2 examination.

LAC RAMSAY, D. R.—ETech (A) 3, with a mark of 81, came fourth in the RCAF in a field of 146 who wrote the Gp. 3 examination.

LAC BOULTON, W. G.—AFTech 3, with a mark of 87, came first in the RCAF in a field of 231 who wrote the Gp. 3 examination.

LAC HULL, M. M.—AETech 3, with a mark of 78, came fourth in the RCAF in the same field of 231 who wrote the Gp. 3 examination.

LAC QUINN, G. B.—MvtCon (A) 3, with a mark of 82, came second in the RCAF in a field of 147 who wrote the Gp. 3 examination.

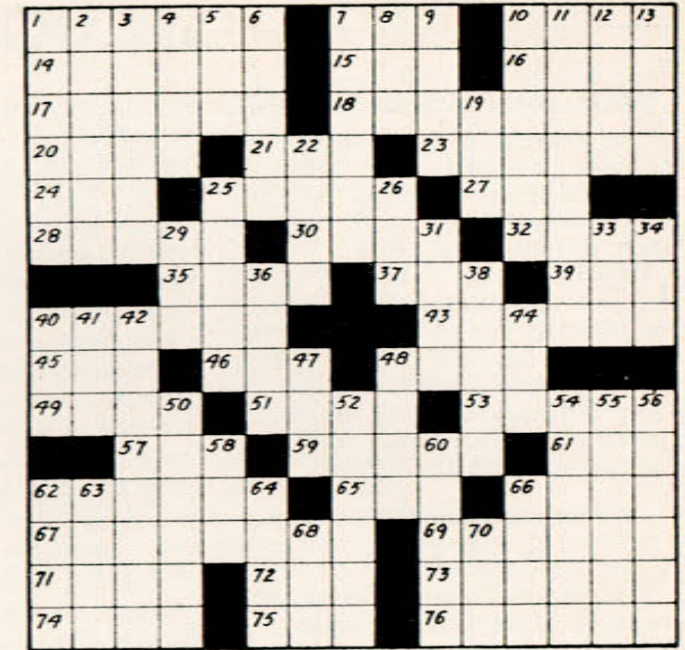
LAC LAMOUREUX, J. F. G.—Clk Acc(P) 3, with a mark of 77, came third in the RCAF in a field of 55 who wrote the Gp. 3 examination.

A/CPL HUTCHINSON, N. S.—AFP 3, with a mark of 78, came second in the RCAF in a field of 58 who wrote the Gp. 3 examination.

The overall results for Station Winnipeg were very gratifying.

Trade Advancement classes started on the 28 Jul. Any who may require assistance for the next trade examination, drop in to the Education Section anytime.

VOXAIR CROSSWORD PUZZLE



ACROSS

- Coal element
- Crown
- Hindu woman's garment
- Incite
- Practical value
- Arab country
- Ropes
- Spelled according to sound
- Egyptian bird
- Deuce
- Nine days' devotion
- Something simple
- Worshipful poem
- Thrice, in music
- Not at all bland
- With sunny skies
- Silver piece
- Guest greeter
- Not bright
- Elver
- Soften
- Rolls downhill
- Past
- Agelong time
- Locomotive sound
- Combine resources
- So. Amer. rodent
- Prophets
- Small explosion
- Analyze sentences
- Fresh
- Depth charge (slang)
- Reputation
- Informaton
- Heavy reader
- Brute
- She (Fr.)
- Prosecute
- Rescind
- Bambi
- Yearning (slang)
- Blank looks

- Smart blow
- Conceit
- A weakness in the law
- Enemy of beauty
- Friend of beauty
- Concern
- Athlete's closet
- Bizet opera
- Captivate
- Shoot a scene over again
- Marshy hollows
- Handle roughly
- Boxes
- Between the sheets
- Only
- Inquisitive
- Female singer
- Regret
- Capture

DOWN

- Chief of old Baghdad
- Country where algebra originated
- More red-cheeked
- Old-fashioned kiss
- 13,703-foot peak, Colorado
- Snuggles down
- Roof dome
- Burnt matter
- Mexican peasant
- Sifted
- Traffic lanes
- Refresher of the earth
- Man against Pizarro
- Negatively
- Blow lightly
- Ring up
- Among
- Female
- Abundant
- Kept a date
- City railroads
- Traffic sign
- A black eye

For solution to puzzle, see page 39.

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SECTION NEWS

TALES, BALLADS AND BLUES

The provincial subterranean inhabitant has done a 180. Waldo is here. Strike up the band, ring the ding dong, revelry and joy are back. (Terrible, isn't it?)

Henceforth, be it known to all that the AOS news will again grace the pages of *Voxair*. Assisting your old friend and pain in the neck will be several gentlemen from the various elliptical orbits inside the galaxy of "OUR ALMA MATER." And so, on with the SHEW.

Air Interception Staff News

by F/O KENNY

The Tiger Force is losing the majority of its Senior Members to Stn. Cold Lake and Advanced Tiger Training. Off to "Cool Pool" are F/L's Len Douglas, Bryce Collings and Vaessen, along with the intrepid F/O "RIP" Kirby. F/O Dick Fabbro, another long time member of the AI staff, is on the verge of leaving for duties at PFS in Centralia.

On Friday, July 11, sounds of revelry and joy were heard at the old Cadet's mess, as the annual get-together of pilots on Mitchell Flight and Observers on AI staff proceeded on its merry way. A special feature of the THRASH was the presentation of the traditional mug to F/O Maudsley, who soon takes up a new career in civilian life.

The Inter-Section Baseball League is being overpowered by the AI staff, who, with powerful bats, have mercilessly defeated opponents (no names, no pack drill), with scores of 26-8, 21-2, 8-3, and 17-8 in their first four starts. Good luck baseballers, "Treat-em Ruff."

That's all from Tiger School, and over to Electronics Ground.

Electronics Ground Section News

by F/O LARRY MYKYTIUK
(MY-KY for short)

In this section, those who were promoted are on leave, and those who were lucky enough to retain their rank are spreading rumours. Luckily, we have none in the third category this time.

The boss, Art Jones, has received his half stripe and is now "Sir Arthur." He won't have us stand-

ing at attention too long however, because he is already sharpening his claws in preparation for Tiger School this fall.

That happy fella, F/L Joe Menton, has packed his family and possessions off to Ottawa and the land of "Wheels" at AFHQ.

F/L "Duke" Verhelst, who lives in "Gumbo Gulch," has taken the situation in stride, and is now building a boat.

Brothers J. A. and A. A. Pulfer (F/L's) are very religiously expounding "The Truth," and Tovarich Tompkins is still trying to pronounce "coynasinctnyechknx."

Wally Chitra, John Boulton, Dick Haenni, Ted Garrett, Gord Duguid and Larry Mykytiuk are still "FLYING OFFICERS." (So is Waldo chaps, so is Waldo.)

That is all—over!

Roger Ground, this is Eric Boyd, Electronics Air, with the latest news from Birdland in the Electronics Empire.

The July promotion list brought smiles to the faces of Dave Haché and Dick Yole, as they moved up to that very famous holding rank of "Flight Lieutenant." The rest of the "eligibles" (everyone, that is) are hopeful that there will be another list another day.

Following Dick's promotion, another perhaps even greater event in his life was that his wife Irene presented him with a baby daughter, Deborah Ann. Congratulations to you both.

New arrival from SORI 18 is F/L Gerry Proux, and as a result of new arrivals in the Ground section F/O Ted Garrett will also be joining the Air Staff. Welcome to both, and don't forget to check the Exit hatches.

The big NATO Termination parade has taken up the services of F/O Ted Tieman and F/L Dave Haché. Ted is guard commander and Dave is Flight Commander of the Winnipeg detachment. All reports have it that both have done a very commendable job.

Perhaps the biggest news this month is that our boss, F/L Bruno Klingbeil, has been transferred to 408 Sqn. in Rockcliffe. He leaves

at mid-summer, and with him go the good wishes of all personnel, and the hope that our paths will cross again. Speaking of the word "AGAIN," so long for now, see you again next month!

Waldo Wonderings

While waiting for some more news and views from the Nav. sections, there are a few noteworthy events come to mind. First off, two very popular S/L's, Tenove and Gurney, are leaving the school for Staff College. So long Sirs, and no doubt we at AOS will miss you as you climb up and away on the road to "Higher Learning."

Our indomitable Adjutant is away on leave, at various interesting places, and no doubt on his return he will have bags of interesting tales to tell. Frank Baily's "Wagon" will no doubt carry him to much adventure, and we all look forward to his return. In the meantime, F/O Harry Matties is occupying Frank's spot as Adj. Harry by the way is also outbound for Centralia soon. The school seems to be really getting its share of transfers these days! S/L Doyle back from leave, and seems to have enjoyed it well. F/O Harley Lang of the Training Aids staff is outbound on leave soon, as are the rest of us before the so-called summer disappears in a cloud of snow and wind. Speaking of leave, why is it that when I go on leave it either rains, snows or both? I predict a hurricane on Aug. 18 at 0800 hours, or at least a major low pressure area. Of course I'm being smart and not telling anyone that I really am leaving on Aug. 17! Len Oddy, the Met man, might out-fox me if he catches on though.

Big graduation news this month, too. 5709AI and 5707AR get their wings soon, with Honor Grad F/C G. D. Ferguson in Radio and First Lieutenant V. A. Geens of the Belgian Air Force in AI. Congrats and best wishes.

Nav. Ground correspondent just strolled in, so, with a flourish, here is the word from Nav. Ground as administered by F/L D. Stonehouse . . .

Are you a frustrated chemist? Do you have the urge to create

something new but can't think of anything useful? You can earn the undying gratitude of the Nav. Ground staff with a "wake up bomb." This bomb should be of the press toy type, similar to the DDT type bombs available in any drug store. The "Wake Up" should be capable of flooding the normal AOS classroom within 30 seconds. It should be able to rouse students from any state of somnolence short of death, at temperatures from 60 degrees F to 100 degrees F, and at humidity ranges from 10% to 99%.

The instructors at Nav. Ground can provide, for user tests, under the most rigorous conditions. Be assured that any product which is pronounced satisfactory after such thorough trials will enjoy wide sales throughout the world. Although as members of the RCAF the staff cannot sponsor this product, anonymous and heartfelt testimonials would be available from each and every instructor. Signed, F/L D. A. Stonehouse, Chief User.

News from Nav/Air

by F/O TOM SWINDELLS

As usual, Nav/Air is the busiest place in the school, with news hap-

pening at every moment. First off, a welcome to the two newlyweds. F/O Richardson took the fatal step on June 7, and F/O Mulrony committed himself on 14 June. Ah me! Wonder who caught the bouquet?

The section has plenty of extra help for the summer, courtesy of the graduates of the last SONI course. Six members of the course, F/O's Campbell, Dodd, Hillier, Mulrone, Tuerk and Verault are at present busy screening trips and looking forward to the return to squadron life at the end of summer training.

F/L McLaughlan has been banished to Nav. Ground, and the section misses his smiling face in "The Inner Office."

The 17th July was the day the school paid their respects to S/L's Gurney and Tenove at the usual "Mug Party." Best wishes to both from Nav/Air. To S/L Gurney, our ex-"boss," it's been good working with you, and we'll certainly miss having you holding up our end in the "Front Office."

Until next month then, "Au revoir avec les MPP, DRC and a Re-start Airplot."

TARMAC TALES

Edited by TOM PRODNUK

Hi Friends What's that—You say it's pouring rain and your windshield wipers aren't working, and your car's stuck and you're knee-deep in mud, and you just stubbed your big toe and your wife isn't home from the movies yet?—is that what's bothering you friend?—Well lift your head up high and your knees and shoulders back, stomach in and keep still you horrible little man. Don't shove fellas, I'm telling ya, as soon as there is a vacancy we will let you know and we'll issue you with a "gun" (OOPS!) rifle—I know—I know! I agree your ballet training gives you a bit of a jump on the rest of us. What's that doctor?—you mean lie down on this couch?—Say Doc—how old are you anyway? Thirty-five—Gosh when I was your age I was "fourteen." Well, nice people, now that I'm on sick leave I'd better open my mail. Here's an interesting-looking one from that long-drawn-out fellow from 10 Hangar—Digby Granger.

The company of three hundred associates gathered once again in



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SECTION NEWS

10 Hangar to practice the fundamentals of rifle drill and parade procedure. Once again the sanctum of 10 Hangar was introduced to mass confusion and there seemed to be no means to an end. Yet this hardy group of individualists were soon set on the straight and narrow path by the talents of F/L Morley. F/L Morley is well-versed in the disciplinarian field and displays his temperament with subtle humour. Flags of all the NATO countries were being unfurled for one of the finest displays of loyalty, co-operative spirit, and versatility ever to be assembled here. Even though the staff of 10 Hangar were only lookers-on, we could understand and feel proud to have shared in such an historic event.

Here, there and Egypt has been the cry around 10 Hangar lately. The single airframe types all lined up in front of Flight Hawes' office and presented him with their names and credentials.

The officers of 10 Hangar were beaten 20-17 by No. 1 Crew on the afternoon of July 17th in a softball game. (What about the ball that got away, Cpl. Theede?)

Five airmen from the Reserve Squadron are sharing the load with us in 10 Hangar for the summer months. They are LAC's Nickleson, Salome, Popeil, Hnatowich and Sykes. We hope that your stay will be a pleasant and profitable one.

Because Tom Prodnuk writes up and edits "Tarmac Tales" for the Servicing Hangars we do not hear much about him in the column. So I would like to take this opportunity to say a few words about him. Tom is a member of The Church of Jesus Christ of Latter Day Saints (Mormons) and we have noticed that he practices what he preaches. He is from Vancouver, B.C., and likes to tell people about it. His main ambition is to sell the mortgage on his house and then move down to Salt Lake City, Utah. He has qualities of leadership and wins confidence by his friendly and humorous manner. A man of simple means who devotes his spare time to church activities. A great golfer and sports enthusiast, Tom looks after the management of 10 Hangar Coffee Bar, and likes to

keep things happy in the "Order of Good Cheer." Last but not least he enjoys debates on Golfing. Any takers?

(NOTE FROM TOM: Thanks for the kind words Digby, and the only reason I'm letting this go through is because it mentions our Church of which I am proud to be a member.)

I've got two more news-letters here—one from 4 and one from 11 Hangar, and there was more material on the envelope than on the paper inside. So come on fellas over there in Servicing Hangars—let the rest of the Station know what you're doing.

Ken Coverdale's note from No. 4 Hangar goes like this:

Congratulations are in order for LAC and Mrs. Blanchard on the arrival of a new son.

New arrivals included LAC's Mc-

Gill and Goyer from 10 and 11 Hangars. Cpl. McIsaac and LAC Thibault have recently passed their crewman exams for Mitchells, so I guess LAC Thibault will get down East more often now.

Well thanks Ken—good to hear from your Hangar again.

And in 11 Hangar they have this to say:

Since Cpl. Cross is on leave in sunny Vancouver, the task of finding a few notes on our activities falls on Cpl. Chase.

Congratulations to Cpl. and Mrs. Lindbeck on the birth of a bouncing baby boy.

Cpl. Gray is in Toronto, F/S Barlow is at Vancouver, and LAC Boulton and family are fishing off the Grand Banks of Newfoundland. Leave—it's wonderful!

Well, here we are back in 10 Hangar Office again, with a late



"Okay—so everyone is wearing the Sack Look on Civvy Street. What does that prove?"

bulletin—Sgt. Buck is going to Langar in Merry England.

The last shoe having been thrown in the Horseshoe tournament, the laurels rest on the brows of Cpls. Wandio and Woodhams (Doubles Champions) and Sgt. Pe-traites (Singles). If the Station tournament continues they will have to play the ME Section for the Station championships.

Well nice people, that's it for Tarmac Tales this month—except to say—one can't always be a hero, but one can always be a man. The nicest thing about the future is that it comes one day at a time.

VME SECTION NEWS

Reported by CPL. N. V. GAGNE

After a two-month absence, due to Air Force Day and an oversight on the part of this writer, we are back in business again. We will attempt to have as much Section News published here as possible. If you have something of interest you would like to see in print, just let us know and we will put it in this column.

Our first bit of chatter is to tell the section of Sgt. Hancock's most enjoyable trip. He transformed his economy 6 into a Diesel and moved to London, Ont. After a two-week rest, he is now back and preparing for his trip to Ottawa.

We still have no report on Easy Ed Leonard, who set out on a journey to the East Coast with his super-power special.

Welcome to our Section to F/C Erick Cook who is with us for the summer months from the University of Alberta and F/C Garry Stephenson from the University of Manitoba. Welcome also to LAC Henry, an OpMME from St. Jean,

and to LAC "Sandy" Saunderson, who spent the last six months at Resolute Bay.

Congratulations to LAC and Mrs. Morison on the arrival of their third son, born in Calgary on the 10th of July.

The Section horse-shoe pits have been quite busy these days and the Section champs have been crowned. Cpl. Ted Duncan and LAC Art Lamerous took on all comers and, although they dropped a few games throughout the tournament, came through with flying horseshoes—oops! colours—in the play-offs.

The Section ball team is still in the running at the time of writing and looking forward to a lot of fun and good baseball in the new schedule. We had one exhibition game with the ME team in Moose Jaw, had a very good time and are looking forward to a return game here in the near future.

The Section Safety record is climbing every day. This is a feather in the hats of all the operators, as the miles-driven total in this Section runs around 70,000 each month.

The annual Truck Rodeo will be coming around very shortly so keep the accidents down and who knows—YOU may be the Canadian Armed Services Champion.

A few more words to the wise. Slow down for those children's playgrounds, as with school out and fine weather, they add greatly to the dangers of driving. When you see that sign "Playground, 15 Miles Per Hour"—Be Careful—Children Aren't.

MORSE GROUND 2 AOS

Since you last heard from our section, quite a bit of action has taken place. We welcomed Bob Phillips from 5 Radu. Bob is now leading Radio Officer course 5713 towards what we hope will be success. Bob is also the captain of our Ramblers fastball team which won 3 games and lost 3 in the first round and won 3 and lost 1 in the second.

We also gave shelter to Cpl. AL Parsons from the rugged Yukon. Al left so fast that he ignited the recent forest fires around Whitehorse. Cpl. Parsons will be the instructor for Radio Officer course 5715. Dah dit dit dah. Our latest acquisition is LAC Dave Cardwell from Summerside, P.E.I. To those boys our warmest welcome to the grandeur of the Prairies. Since we must maintain the balance of power Cpl. Dugdale will leave us in September for colder pastures. Goose Bay's gain will be Winnipeg's loss. Best of luck, "Doug."

Between classes Cpl. Bill Warshick is polishing his guns and keeping his powder dry for the coming DCRA shoot in Ottawa in August. Slug'em old boy.

"Happy dit" Ripley had the honor of representing Winnipeg at the important Civil Defence meeting at Arnprior, Ont., during the month of July. He is now enjoying a well deserved rest with his family in Saskatchewan.

Congratulations to Cpl. and Mrs. Dugdale on the addition to their family of a bouncing baby boy last June.

Now that the streams are running again the boys are sure anxious to go on leave. St. "Bill" Lonie just returned from a two weeks "rainy" vacation in sunny Ontario. LAC "Parky" Parkman and family went to Northern Ontario for a couple of weeks and then "Parky" attended the SIT course in Trenton. Incidentally, Cpl. "Nellie" Thorne is attending the same course at present, and on the first week of August will be joined by Cpls. Ben Forsberg and Ron "Vox-air" Baynes.

Well folks our "Outgoing" basket is empty and as far as "yours truly" is concerned "nil to report." Dit dah dit dah dit.

SOLUTION TO CROSSWORD PUZZLE ON PAGE 35

ACROSS		DOWN	
1. Carbon	40. Soften	1. Caliph	34. Els
7. Cap	43. Coasts	2. Arabia	36. Stop
10. Sari	45. Ago	3. Rosier	38. Mouse
14. Arouse	46. Ean	4. Buss	40. Cap
15. Use	48. Chug	5. Oso	41. Ego
16. Iran	49. Pool	6. Nests	42. Loophole
17. Lassos	51. Peca	7. Cupola	44. Age
18. Phonetic	53. Seers	8. Ash	47. Nap
20. Ibis	57. Pop	9. Pean	48. Care
21. Two	59. Parse	11. Arteries	50. Locker
23. Novena	61. New	10. Sieved	52. Carmen
24. Pie	62. Ashcan	12. Rain	54. Enamor
25. Psalm	65. Rep	13. Inca	55. Retake
27. Ter	66. Data	19. Not	56. Swales
28. Harsh	67. Bookworm	22. Waff	58. Paw
30. Fair	69. Animal	25. Phone	60. Spares
32. Dime	71. Elle	26. Mid	62. Abed
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Personality

(Continued from page 8)

sojourn and Major Laden found himself involved in many varied duties, including Ferry Flying and Glider Towing. One off-beat chore which he handled after the War was the transportation of War Criminals to the Nuremburg trials. At this time too, he worked on the repatriation by air of prisoners from the East.

He transferred to the Belgian Air Force in 1946, holding for some time the appointment of Chief Flying Instructor at the Navigation School in Brussels. In 1953 he was appointed Assistant Military Attache for Air at the Belgian Embassy in London. In March 1958 he was transferred to Canada.

He is enjoying this stay too, and already has added considerably to his knowledge of Canada, journeying as far north as Alert and Resolute Bay.

His wife Mary, and their children are in Europe. Mary is English and they were married in England in 1945. They have two sons, Eddie and Richard.

Like many other visitors to North America, Major Laden is struck by the pace of living, which he says is somewhat more hurried than in Europe. He feels though that there is much to be said for both approaches.

On his return to Belgium, Major Laden would like to work with the CF-100's now in Service with the Belgian Air Force.

Major Laden's relationship with Canada is a long-established and close one, symbolic of the time-honoured and friendly association of our two countries.

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