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SEPTEMBER, 1958
PRICE 10c
Volume 7 No. 9

VOYAIR

An Airforce Newsmagazine

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AN AIRFORCE NEWSMAGAZINE

VOLUME 7, No. 9

SEPTEMBER, 1958

CONTENTS

	PAGE
Feature	
FAREWELL, GROUP CAPTAIN "JAKE"...Bill Bambrick	22
Articles	
WINGS THROUGH THE WARS	4
BIGGER AND BETTER BULL'S-EYES	6
THE HIDDEN AIR FORCE	9
A UNIVERSITY EDUCATION FOR YOU...Bill Bambrick	12
News	
VOXAIR VIXEN	20
NEWS	26
SPORTS	32
SECTION NEWS	42
Departments	
EDITORIAL	3
PERSONALITIES	10-11
HOW TO TAKE BETTER PICTURES	16
HUNTING AND FISHING	18
THINGS TECHNICAL	30
AUTOMOBILES	34
CROSSWORD PUZZLE	41
GRADUATING CLASSES	44
Cover Story	3

VOXAIR is published on the 20th of every month with the kind permission of The Commanding Officer, Royal Canadian Air Force Station Winnipeg, Stevenson Field, Winnipeg, Manitoba.

ARTICLES may be reprinted by other publications providing credit is given to VOX-AIR.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscriptions are priced at 1 year (12 issues) \$1.20; 3 years (36 issues) \$3.50; 5 years (60 issues) \$5.50. Postpaid anywhere in the world. Address all subscription correspondence to: Subscription Department, Voxair, R.C.A.F. Station Winnipeg, Stevenson

Field, Winnipeg, Manitoba. Applications from overseas should be accompanied by an international money order for the necessary amount. Canadian subscribers should make their cheques payable to: R. C. A. F. Station, Winnipeg Station Fund.

EXECUTIVE AND EDITORIAL OFFICES: R.C.A.F. Station Winnipeg, Stevenson Field, Winnipeg, Manitoba, Telephone VE 2-1311, Local 216. Printed by The Wallingford Press Ltd., 303 Kennedy Street, Winnipeg 2, Manitoba. Authorized second class matter by the Post Office Department, Ottawa, Ontario. The views expressed herein are not necessarily those of the Royal Canadian Air Force or the staff of VOXAIR.



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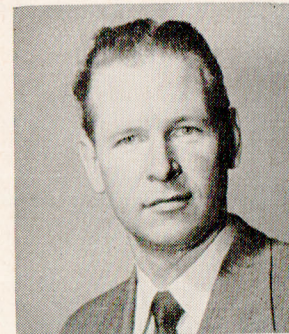
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EDITORIAL CORNER

Letters - We Want Letters

We would like to receive more letters from "VOXAIR" readers, particularly the discontented ones. We would like to hear from the contented ones too, naturally, but not as pressingly.

Unless the magazine has reached unheard of levels of perfection, there should be no lack of things to write about. How often we hear lively criticism of this aspect or the other of "VOXAIR,"—criticism that is often well-reasoned, eloquently presented and wholly justified, but utterly useless as far as we are concerned. Why is it useless? Because it isn't being unloaded on the right doorstep. Where one or more are gathered together and the conversation turns to the Station Magazine, there exists a wealth of material for "Letters to the Editor." Would that we possessed a mobile tape-recording unit. This criticism is valuable to us, not only as material for the magazine, but in getting a new slant on what you, our intended audience, want.

There is the publicity angle of course. Many would-be writers may hesitate at the prospect of advertising themselves in print. In that case we should point out that we will be happy to print letters without the names of the writers. The only stipulation we make is that you let us have the name for our own information. This we need, not for any sinister motive, but because it is the policy of any self-respecting publication.

Naturally we do not insist on letters that pan. Letters that praise are gratifying too. But the beefs will be of particular benefit and may even provoke some lively argument in these columns. If there is something about the magazine that you dislike, or if something you like is missing, spill it!—not over ten o'clock coffee or in the canteen in the hour of refreshment. **WRITE!**

COVER STORY

The traditional Commanding Officers' Handing Over Ceremony takes place against a sunlit backdrop of the RCAF Ensign and a line of shining Expeditors. G/C J. F. Mitchell, DFC, AFC, CD, new Commanding Officer, watches as G/C G. F. Jacobsen, DFC, CD, signs the handing-over certificate. Twelve hundred Officers and Airmen participated in the Handing Over Parade which took place on the morning of August 28th. (See story page 26.)

Sally's Flowers

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Wings Through The War

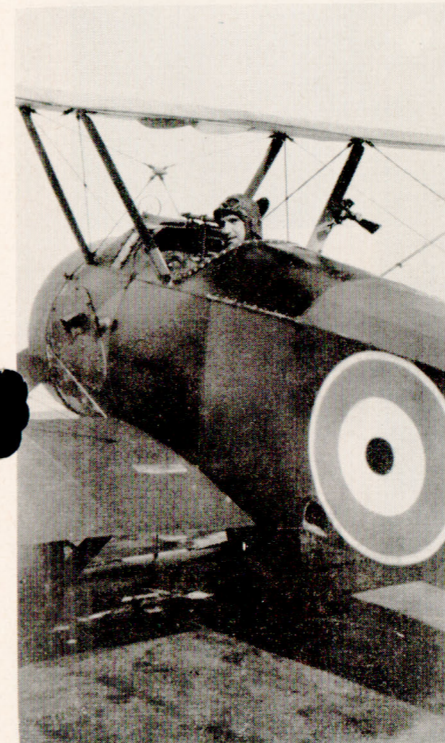
In descending order above—R.F.C., R.A.F., C.A.F. and R.C.A.F.

In the Air Force of today, there are many people who have in the course of their careers, worn more than one brevet—navigators who became pilots, air gunners who became radio officers and so on. A member of the staff of a Winnipeg Advertising Agency is in the perhaps unique position of having worn four different types of wings, *all of which were pilots*. He is Mr. E. G. Macpherson, a modest man who was not a little embarrassed to find himself the subject of a magazine article.

The story of Mr. Macpherson and his wings begins

at Orangeville, Ont. where he was born in 1898. He was in the Militia when the First World War began and joined the regular force as a sergeant. Two weeks after his eighteenth birth he became the youngest Company Sergeant Major in the Army. After going overseas with the Army, Mr. Macpherson transferred to the Royal Flying Corps. After four hours and fifty minutes of flying experience, he soloed in an Avro biplane, equipped with a monosopap engine which could not be throttled back and in order to taxi at a reasonably safe speed,

the magneto switches had to be pushed on and off to keep the aircraft from either taking off or sputtering to a halt. You carried out your landing approaches in a glide with the engine off but you had to switch the engine on again at the moment of touch-down. If you forgot to do this you could look forward to several unpleasant probabilities, the least dangerous of which was a scathing glance from the mechanic, who had to cross the field to re-swung the prop. Not all aircraft of the time were so troublesome to handle. The Sopwith Pup, he recalls as "one of the most delightful aircraft" he has ever flown. Mr. Macpherson won his RFC wings in January 1917 and was posted to No. 201 Squadron, flying Sopwith Camels shortly before the Armistice. It was about

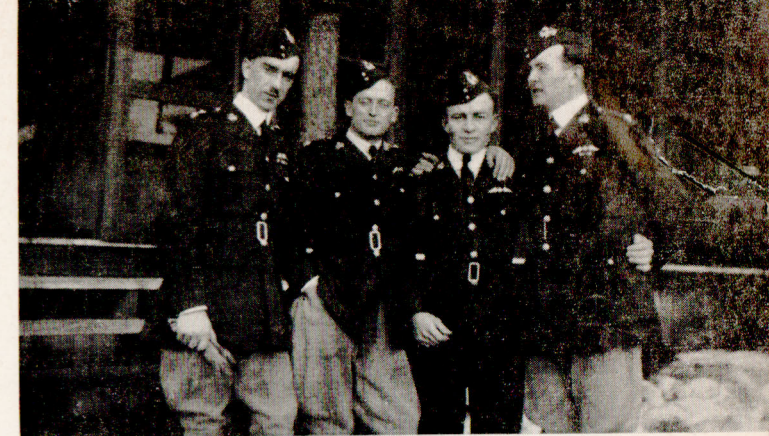


Mr. Macpherson in a Curtiss "Jenny."

this time that the RFC became the RAF and Mr. Macpherson acquired his second pair of wings.

The end of the war did not mean the end of his flying career. Holding Canadian Commercial Pilot's Licence No. 12, the early twenties found him barnstorming around Moose Jaw in a Curtiss "Jenny." At about this time he served briefly with the Canadian Air Force and wore the distinctive wings of that predecessor of the RCAF. Before World War II, he was flying with No. 120 Reserve Bomber Squadron and went on full time duty when hostilities commenced. Now he was wearing the fourth of his wings, those of the RCAF.

This time Mr. Macpherson was flying with goggles over his glasses but when red tape caught up with him, he was required to take a medical examination,

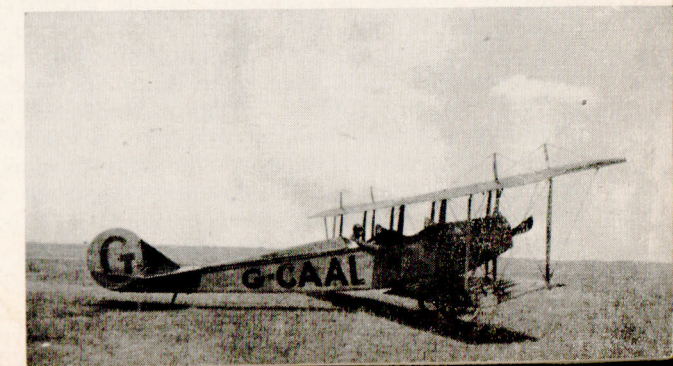


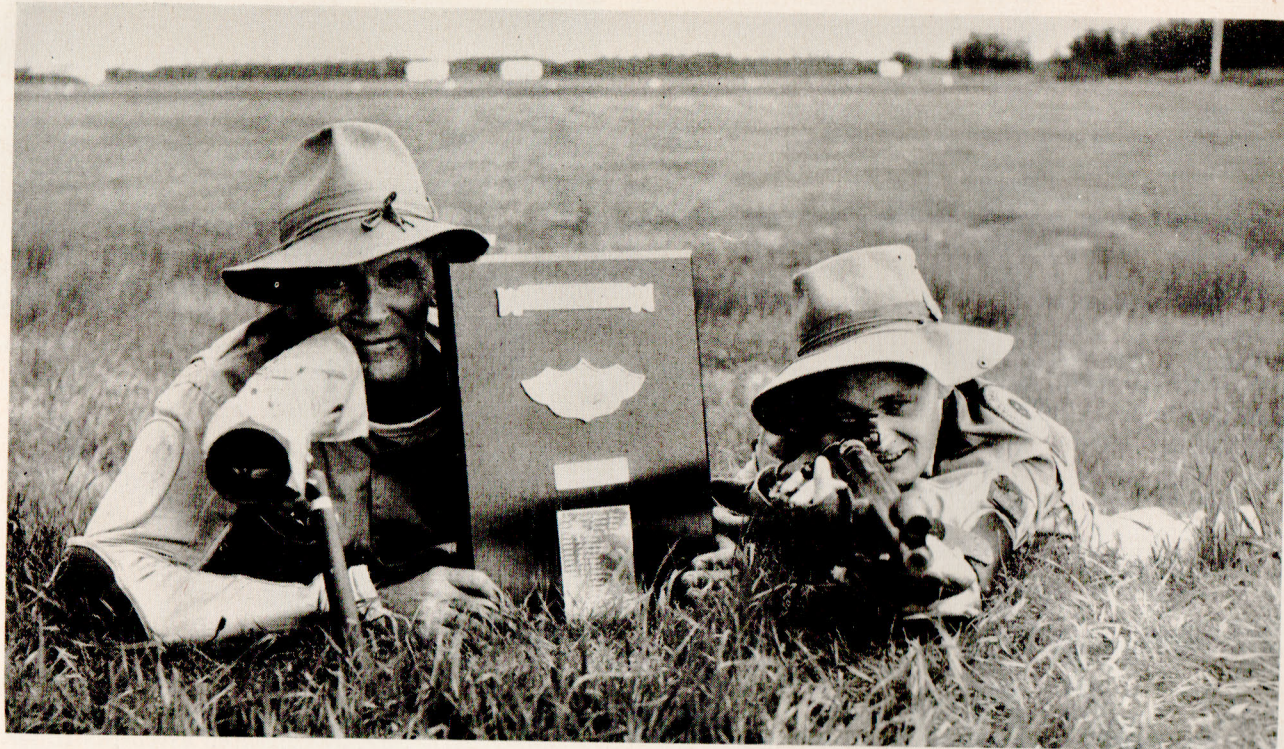
From left to right—Lt. Macpherson, 2/Lt. Green, 2/Lt. McNeil and 2/Lt. McClelland in the uniform of the C.A.F.

one feature of which was a stringent eyesight test, which he did not pass. Transferred to ground duty, Mr. Macpherson made repeated attempts to get back on flying duty but was unsuccessful in convincing the authorities. He engaged in training duties at Initial Training Schools, at Toronto, Regina and Edmonton during the massive air training plan which did so much to man the air forces of the Commonwealth. He was promoted to the rank of Wing Commander in 1941.

Mr. Macpherson is at present vice-president of the McConnell Eastman Advertising Agency in Winnipeg. He also keeps quite active in several organizations, and is a past international vice-president of Kiwanis International. His long connection with aviation, particularly military aviation, covers the years of growth which saw the emergence of the aeroplane as a decisive weapon of war. His four wings are in themselves a short history of the RCAF.

Mr. Macpherson in a Sopwith Camel at Upavon, England.





Bigger and Better Bulls' - Eyes

The recent achievement of LAC Mike Carmichael who won the 1958 Lieutenant-Governor's Rifle Match while still a relative novice, has put the spotlight on Station Winnipeg's Rifle Club, an energetic and skillful group whose efforts have been rewarded with more than average success.

The "Governor's" shoot is fired as part of the annual rifle matches held at St. Charles rifle ranges and highlights the finish of the week-long meet. The final stage of the match is fired at ranges of 300, 600 and 900 yards and the competition is tough. Mike, who entered the match while still a "tyro," (a competitor who is in his first year of formal competition), proceeded to win the cup. He used a borrowed rifle, one commonly known as a Service "Rack Rifle."

Mike's success is symbolic of the success of the Station Winnipeg Rifle Association, the organization of which is handled almost exclusively by team members with assistance from many interested supporters, notably F/O E. J. Mastronardi and his staff at the Armament Section, and F/L K. N. Maclean, Station Recreation Officer. The Association, made up of newcomers to the game as well as veteran competitors, shoots for the joy of it and as their record shows they do more than play at it.

MEMBERS MAKE A CLUB

Present President of the Association is F/L J. W. Smith, of AOS, a man of many interests, among which shooting looms large.

Vice-President, F/O Hall's name has been synonymous with shooting since his arrival at Winnipeg some years ago. Specializing in the .22 match rifle, Don Hall set new Manitoba records in 1957 in both the indoor and outdoor categories and in the same year won the A. Stuart Boa trophy for the highest score on the Lord Dewar Team match in Ottawa. Don Hall holds a Master's rating in this phase, which incidentally is recognized in both Canada and the U.S.A.

Another successful marksman member is Cpt. Bill Warshick who as immediate past president combined successful organization with dead-eye handling of the .22 calibre and .303 rifle. An ardent Service Rifle contender, Bill is the present holder of the Manitoba Championship for Service conditions shooting with the .303.

Another star of the Winnipeg team is Cpl. Glen Bateman. Glen is a classic example of determination paying off. During the last two years he not only

Surrounded by his Air Force Team-mates, LAC "Mike" Carmichael having just won the Manitoba Lieutenant Governor's Match, sits high, during the traditional "Chairing of the Winner".



The colourful mural at the Rec. Centre indoor range and the artist who painted it — LAC Ernie Carrier.



began shooting with the sporting rifle but developed his then average capabilities to the point at which he now holds the Provincial championship for both indoor and outdoor competition. In addition he represented Manitoba in the first Canadian sporting rifle championships fired at Ottawa.

YEAR OF VICTORIES

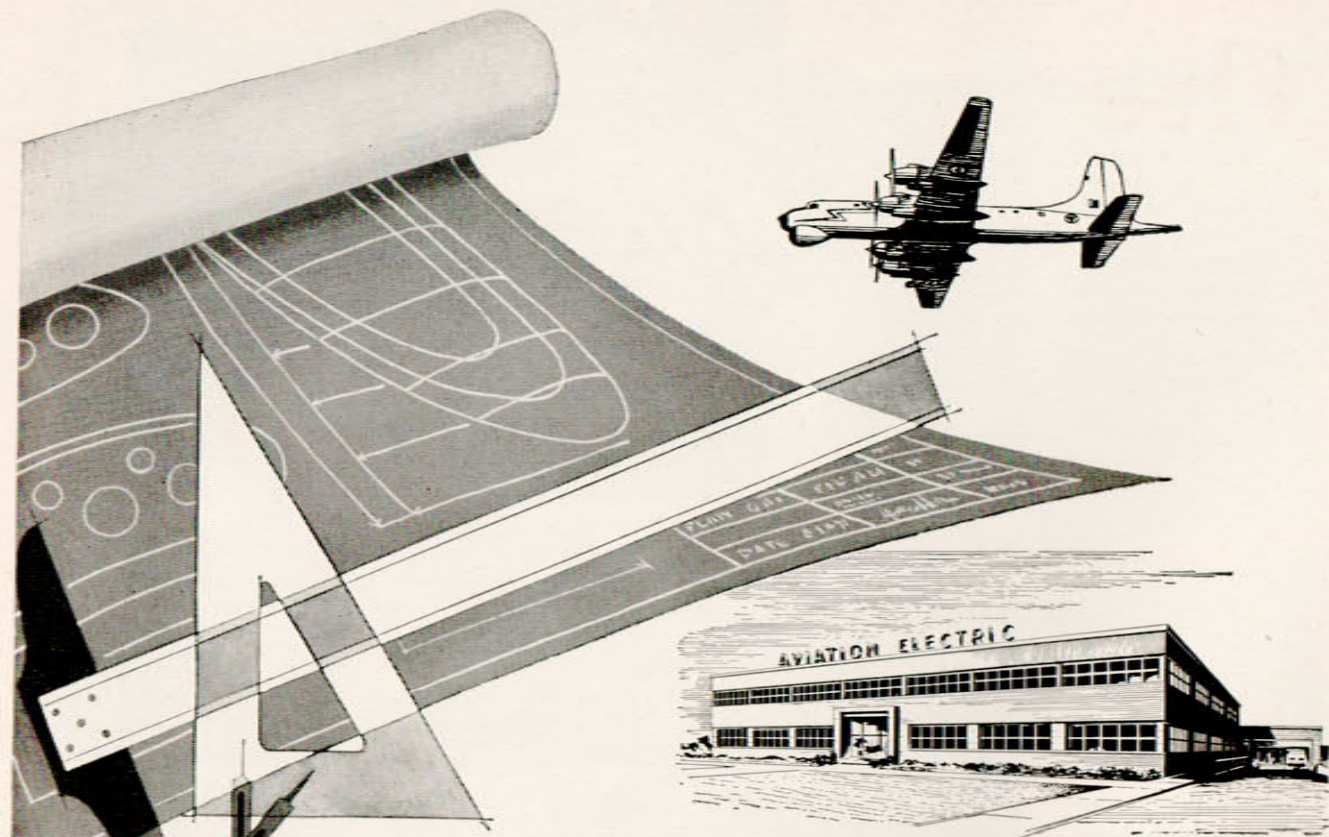
During the last year, the Association participated in many other events, including RCAF-sponsored matches within 14 Training Group, .303 competition at 200, 500 and 600 yard ranges and winter, indoor matches. Both events were won by Station Winnipeg in closely contested events. Of special interest is the steadily growing number of people entering the provincial competitions and the rising interest of service personnel in the shooting facilities provided in the colorful range at the Rec. Centre. This is gratifying to all concerned for not only is such practice productive and rewarding to the determined, but the Station facilities present the beginner

with a rare opportunity to learn the fundamentals of safe firearms practice.

THE YOUNGER SET

Organized in 1958 by F/O Hall with S/L Calow as chairman, the Junior Rifle Club has also made a good showing. Over twenty juniors (twelve years and over) received concentrated weekly training in lectures prepared by F/O Hall, and take part in actual firing practice under expert instruction and supervision. Guest speakers, in the persons of F/O Mastronardi, S Arm O, and Bob Todd, CIL representative, also of Manitoba Fish and Game Association, were called upon to address the group. The entire program stressed the safe handling of firearms consistent with good club practices and accepted range procedures with emphasis on target-shooting. Two team competitions were held with visiting clubs during the season in which the

(Continued on page 38)



PLANE THINKING

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the Hidden AIR FORCE

By RON BAYNES

Considerable time spent in conversation with salesmen of many varieties, across the Continent, has turned up sobering evidence that more goes on in the Air Force than most of us know about. Regardless of your length of Service, or how close you may have been to the centre of things, you will learn much that is new and startling from members of the Selling profession. Particularly, (according to my statistics), is this true of salesmen in the Used Car, Encyclopedia, and jewellery fields. The salesmen acquire this hidden information from their brothers in the Air Force.

My research shows, that ninety-eight point three percent of all salesmen in the above-noted categories have one or more brothers in the Air Force. One percent of this total have fathers or sisters in the Service. Far more disturbing than this information however, is the fact that these blood-relatives are engaged in duties far different from anything that we experience.

I first became aware of this sobering circumstance during an encounter with a watch-salesman in a Detroit jewellery store. A salesman had just sidled up and attached himself affectionately to my uniformed elbow.

"Hi Marine," he whispered, beside himself with comradely delight, "I've got a brother in the Marines."

"I'm in the Air Force," I bleated futilely as he propelled me to the counter.

"Sure—that's what I mean—the

Air Force. That's what my brother's in."

"I'm in the Canadian Air Force." "So is my brother," nodded the salesman sagely. We pondered briefly, thunderstruck by the strange ways of Fate.

"What rank?" I asked finally.

"PFC. He's up at..." He frowned thoughtfully.

"What's some towns up there. Sarnia—that a town in Canada?" I nodded.

"That's where he is," he said. "Flies jets in Sarnia."

And so, the bond established, we made a deal. I have not met his brother yet, but I think of him often, and picture the lonely, erect figure with PFC insignia on his flying suit, vigilantly patrolling the Canadian skies out of his secret Sarnia base, undeterred by his lack of promotion in a heavily commissioned branch.

Then there's the used-car dealer on Toronto's Magic Mile, with the soft spot in his heart for the Air Force. I know he has a soft spot because he told me so, right there beneath the neon lights. His father he told me, all choked up, was in the Air Force. A Staff Sergeant. I asked him what Trade.

"Jet Pilot," he said swiftly. (Salesmen have no relatives in Ground Crew.) "Flew them Sabre-jets right through World War Two, Dad did." And while I meditated on the unique career of this jet pioneer with a son in his fifties, the salesman introduced me to a bargain in a used coupe, owned, as he explained, by a TV company who dragged it out once a year as

a prop for a musical show.

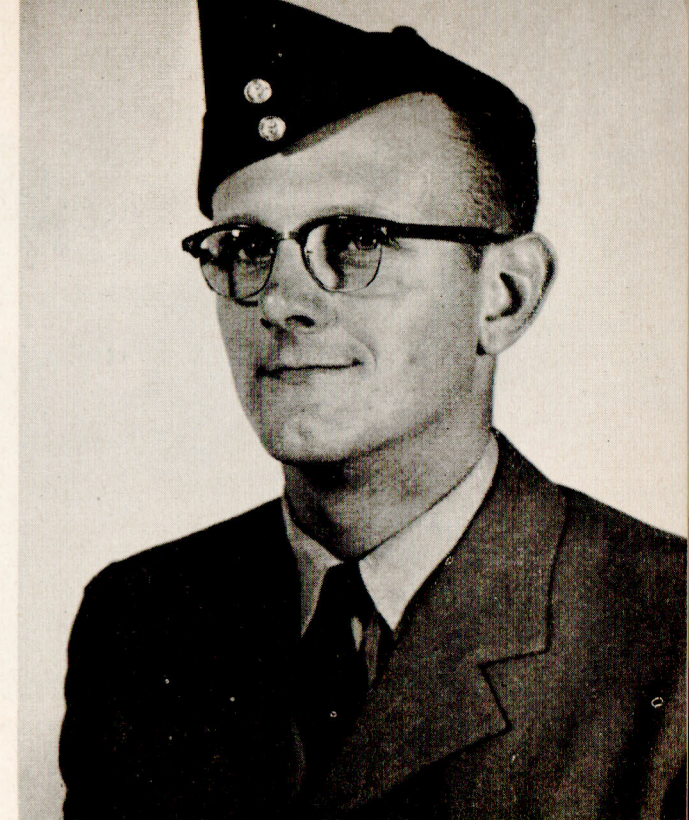
I think often also, of the brother of the Medical Encyclopedia salesman, who is an Air Marshal and who commands a squadron of Spitfires, presumably at AFHQ, and who "likes the work fine." Or the saleswoman whose sister is something called an "Air-Girl" and performs vague duties "in them jets." I rather suspect that she too is a pilot, although a fine sense of delicacy caused me not to press the matter. The saleswoman didn't know too many details, but her husband would know. He had been a "dive-bomber" at Clinton for many useful years.

Depressing, all this. Here is a wild, mysterious breed of men, bird-men relatives of the salesman, gathered together in some hush-hush organization, quietly making history in their own unusual ways. Men who do things we have never heard of, in places we didn't know exist. Men like the brother of the Edmonton car-dealer who is a Colonel in the RCAF, and who not only "directs" flying-boat squadrons, but in his spare time instructs on the handling of Halifax fighters at the well-known school in Regina. Unsung heroes like the Cook-Book salesman's brother who during the Korean war, performed the nerve-wracking task of flying B-36's off aircraft-carriers. All this going on while we concern ourselves with our mundane tasks, unaware of what goes on behind the scenes. More and more, I gravitate toward salesmen who are the only children of civilian parents.

PERSONALITIES



F/L R. J. OLIVER



CPL. R. W. "BILL" BAMBRICK

When it comes to people and food, what's sauce for the goose is certainly not sauce for the gander, and anyone who tries to please all the people all the time has taken on a mighty tough job! This month's personality has made a career out of trying to do just that. F/L Jack Oliver is our Food Services Officer, and as if catering to fussy people isn't a harassing enough occupation, he's also the Honorary PMC of the Airmen's and Corporals' clubs. A very busy man!

Born in Bexley Heath, Kent, England, in 1918, F/L Oliver moved with his parents to London, Ontario in 1923. There he was educated at Trafalgar Public School, then at London Technical and Commercial High. His interest in cooking began with the YMCA and

their camping expeditions; this interest grew, and in 1939 Jack joined the RCAF as a cook.

In the limited space available we can only cover the highlights of Jack's life, so we move now to August, 1951, when, as a newly commissioned Officer, he arrived in England. F/O Oliver was one of a party of 36 Officers and men whose job it was to prepare for the opening of No. 1 Fighter Wing, North Luffenham. This was Jack's first position as Food Services Officer, and his unorthodox way of doing things certainly brought results. His eyes lit up with glee as he told me of the apple orchard he bought from a local farmer for 75 cents a tree, and from which he obtained apples for the messes for 15 cents a bushel, instead of paying \$8.00 in the stores!

While at North Luffenham Jack became Drum Major of the No. 1 Fighter Wing Pipe Band, and took special instruction from World Champion Tommy Robson for this purpose. This band was one of the best in the British Isles, no mean distinction in the land of the pipes! They played at the Braemar Gathering, were second in the Caledonian Games one year, and took part in the Coronation Games at the renowned White City stadium as part of a massed band of 400 pipes and 200 drums. The crowning achievement for Drum Major Oliver and the Band was their selection to play at a Royal Command Performance in London on October 26th, 1953.

But to return to the subject of food. Under Jack's supervision, the messes at North Luffenham became the showcase of the U.K. for U.S. Army caterers and RAF cooks. The London *Free Press* of July 21st, 1952, said, "They told F/O R. Oliver it couldn't be done; giving 1,000 men a choice of four dishes and six to eight desserts for three meals a day. Perhaps in Canada you could do it, they told

(Continued on page 40)

Corporal "Bill" Bambrick, the general administration, technical news and layout man of *Voxair*, is leaving us this fall to attend the University of Toronto, after a year-and-a-half here in Winnipeg.

Born in Toronto, Bill attended East York Collegiate in that city for three years, after which he spent two years working at an assortment of jobs, none of which, he says, was what he was looking for. He apparently found what he was looking for in March, 1949, as he has been with the RCAF ever since that date, when he enlisted as an Aero Engine "Mechanic," as the trade was then called.

Under the supervision of Sgt. (now F/O) Frank Bailey, AC2 Bambrick was indoctrinated to RCAF drill and routine at the old No. 2 Manning Depot, Trenton. Bill recalls that the Adjutant of the Depot then was none other than our own S/L (then F/L) "Dinky" Davis. Bill spent two months at Trenton, after which he was sent on course at No. 2 TTS, Camp Borden, for six months.

Bill seems to have used Trenton as a sort of jumping-off place throughout his career. After Camp Borden he was transferred back

to Trenton where he spent a year working on Lancasters, Mitchells, and the now-extinct old Lockheed Ventura, at Bombing and Gunnery Flight. We still remember with a shudder the enormous appetite for oil that was so characteristic of those old birds. (He was on the working end of the oil bowser.)

From Toronto Bill moved, as an AC1, to Gimli in December, 1950, to become a member of the advance party that took part in re-opening that station after its post-war shut-down. "Little yellow airplanes" were the order of the day up there then.

In August, 1951 Bill came to 111 C&R Flight, Winnipeg, for his first "tour" here. When the first of the new Beechcraft flew in here in the fall of 1951, Bill, along with a number of his fellow-tradesmen, was

transferred to the newly formed No. 2 ANS, where he remained until the fall of '53. Bill says that the highlight of his first stay here was Princess Elizabeth's visit in October, 1951, when he had a chance to see her from close range as she reviewed the tri-service guard of honour, of which he was a member. It was also here in Winnipeg that he became interested in military bands—an interest that has remained with him to this day.

In the fall of '53 he was sent to the new Base Maintenance Unit at Portage, where he worked first on Harvards, then later, on T-33 jets. After a two-year stay at Portage, Bill, by that time a Corporal, once again returned to his "jumping-off" station, Trenton; there he was a member of the Jet Servicing

(Continued on page 40)

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A University Education For You

by BILL BAMBRICK

"The man who goes places nowadays is the man with the good education."

How many times have you heard this statement? And how many times have you shrugged it off with "Sure, but I've been away from school too long now to ever get back into the grind of studying again—and besides, I could never afford a university education!"

But these arguments would lose all their conviction if I were to make the simple assertion that you can get back to studying *easily*; and you can afford it—indeed, you cannot afford to miss it! And everyone knows why a university education is valuable to his career: the better salaries commanded by professional men; the rapid rate of advancement; the broadening of cultural intellect—just to mention a few.

Although few members of the Service realize it, the RCAF offers an excellent plan whereby any serving airman (the plan is limited to *airmen*) may achieve these benefits, at no expense to himself, providing he can meet the qualifications. These are simple: a candidate, under this plan, must have at least one year service with the regular force; he must obtain a certificate of acceptance from the university of his choice; he must be not more than 29 years of age; and he must finally be selected by the Personnel Selection Unit (Officers), since, upon graduation from university, he will be granted a permanent commission.

Let us assume that you are interested in bettering yourself; you would not have read this far if you were not. Now you want to know how to go about obtaining this "gift" that is yours for the taking. Having been "through the mill" myself, I shall try to pass along any tips I can to help you.

The first step is to decide just what it is that you want—your goal. This is very important, since it is lack of sufficient motivation—of a fixed goal—that results in the high drop-out rate in self-education courses. You may be interested in any one of the many Science or Engineering courses that the RCAF will sponsor, such as Engineering Physics, Aeronautical Engineering, Electrical Engineering, Mechanical Engineering, etc.; here, the Education Officer may be able to assist you. The academic requirements for these courses vary at different universities, and therefore you should obtain your particular university's "Callendar," which outlines its requirements; but the following list is generally standard.

Four Courses in Engineering (with the exception of Engineering Physics and Aeronautical Engineering), you require Senior Matriculation standing in

English Literature
English Composition
Algebra
Geometry
Trigonometry
Physics
Chemistry
and a standing in a second language—French, German, Latin, Spanish, etc.—both Authors and Composition.

Special requirements are set for the courses in Engineering Physics and Aeronautical Engineering. For example, the University of Toronto stipulates that candidates for either of these courses must have an average of *over 75%* in the four papers of Mathematics and Physics, and an overall average of *over 66%*—and make the additional statement that "en-

rolment to these courses is limited, due to the large number of applications received."

The above list shows you the subjects that you need for university entrance. Now that you know where you are going, and what you must have to get there, all that remains is to *do it!*

Let us assume that you now have a Manitoba grade ten (or its Ontario grade eleven equivalent), and examine the possible routes that you may take toward a full Senior Matriculation. There are a number of deciding factors here that play an important part in your choice of methods. Firstly, the time element may be important: if you are now twenty-seven years old, you have just two years in which to complete your senior matric before reaching the age limit; in any event, you want to qualify in the shortest time possible. Secondly, the length of time since you last attended school is important: those who have been out of school for more than three years will have a little review of past work to catch up on before proceeding with the junior matric, but this is not difficult. Thirdly, the ease with which you absorb facts from the printed page is perhaps of greatest importance: this factor will determine the type of course that is best suited to you.

Let us look into this latter consideration in more detail, with a view toward seeking the method of achieving your goal. There are two methods by which you can do this: firstly, through the very excellent D.V.A. Correspondence courses that are available, free of charge, to any serviceman; secondly, through the evening classes that are available, at a small cost, here in the city. In connection with the latter method, there is a wide selection of evening schools from which to choose; perhaps the most comprehensive range of subjects can be obtained at the Daniel McIntyre Collegiate, at Sargent

and Alverstone, in the city. There, a complete course in both junior and senior matriculation subjects is available, with a most excellent teaching staff at your disposal.

Perhaps the best method is a combination of the two I have discussed. Since mathematics and chemistry are two subjects that require a great deal of imagination, I would suggest that unless you are particularly gifted in this regard you would do well to take these subjects at night school, where you can get the individual attention you need. English, physics, and your second language, on the other hand, may be fairly easily understood from the textbooks; these subjects, then, may be taken through the D.V.A. Correspondence courses without difficulty.

Now you must arrange a time-table for yourself. Let us assume that you wish to complete your senior matric in two years; this allows you a year for the junior, and a year for the senior course. It only *sounds* impossible—it *isn't!* You could begin by taking your mathematics and chemistry (junior matric) at night school, starting this October; these courses end in May. This arrangement would leave you four months—until next October—to complete your second language. You are then ready to commence work on your senior matriculation.

By this time you will have become as used to the daily routine of studying that it will have become second nature to you. So will your wife, if you are married. She will either have become resigned to the fact that you are "among the missing" each evening, or she will have left you. In either event, you are now on your way, and nothing will stop you from here on. To help you with your studying, I have prepared a few "tips" which, if strictly adhered to, should prove very beneficial.

... MORE



"Do not try to study too long at one sitting . . ."

► Choose one place to study, and always do your work there. This is a psychological device: soon your mind learns to accept the idea of studying whenever you are in that place, much the same as your mind associates eating with the dining room.

► Wherever possible, eliminate any source of distraction. Try to study in a room where you can close the door and be free from disturbing noises. Never study facing a window—the great outdoors proves too great a distraction.

► Pick a certain time of day for studying—seven o'clock in the evening, for example—and stick to it. Get used to the idea of studying at this same time every day. Again, this is a psychological device: your mind associates 8 a.m. with work; 12 noon with lunch; soon it will associate 7 p.m. with studying.

► Do not try to study too long at one sitting. I never studied for more than three hours in one evening—except prior to examinations, of course.

► Try to vary your study material; give yourself frequent breaks. For example, in a three-hour period, try to spend fifty minutes on each of three different subjects; then take a ten-minute break between each.

Govern yourself by these simple rules, and you cannot fail.

We have now discussed the route that leads to your junior matriculation, and have briefly men-

tioned a few tips on studying. Let us proceed at once to the final hurdle: your senior matric. Your plan of attack for this final year of your high school education should follow roughly the same course as the one you followed for the junior, with a few minor changes.

As before, you could start your mathematics and chemistry at night school in October; at the same time, you could be taking your English and physics through D.V.A. courses. Your second language, however, may present a bit of a problem. It is one of the unfortunate conditions of the RCAF regulations that demands that your application be in, accompanied by your final results, by the thirtieth of June prior to the university year. In order to comply with this condition, you will have to follow one of two courses to complete your senior matric in time.

Your first choice is to try to finish your second language during the winter months, while you are taking the other subjects; this will obviously mean a tremendous amount of work to you, but nothing is impossible. The second choice is a little easier on the constitution, and more practical providing time does not play a limiting role in your endeavours. This choice would be simply to take two years to complete your senior matric.

There is, however, one other alternative. You may be able to get a certificate of acceptance from your university *without* the second language. While it is not the usual practise for universities to make exceptions to their rules in this way, they do occasionally make special consideration for "mature" students who are deficient in their second language requirement. This is a decision that rests upon the university's committee on admissions, however, so you should write to them, explaining the difficulty, before making any alteration in your plans. As a general rule, the RCAF will accept a candidate for university training—providing he meets all the other qualifications—if he has been accepted by his university. Now it does not look quite so hopeless!


Now you have completed your senior matriculation. All that remains is to apply for your university course; the procedure here is fairly simple. First you must, as I have already said, be accepted by your university. By this time you will have had numerous interviews with your Section Commander, the Education Officer, and one with the Chief Officer of your particular field (i.e., the C Ad O, C Tech O, etc.). Now, upon submitting your RCAF application form, accompanied by the university acceptance certificate, certificates of marks attained, and your Section Commander's recommendations, you will be interviewed by the Commanding Officer. He will enquire as to your motivations and your plans for your future career. If he is satisfied that you are sincere, that you are industrious enough to succeed and that you have good officer potential, he will recommend that you be selected. The final green light will come in the form of a signal from Command Headquarters, advising you that you are to report to the Personnel Selection Unit of Officers, at Centralia, where you will undergo a series of tests to determine your suitability for commissioned rank.

This selection at PSU(O) is worthy of some com-

ment, although I am not permitted to divulge any confidential information regarding the tests themselves. Here you will undergo three types of tests: a series to determine your aircrew aptitude; a series to determine your academic ability; and a series to determine your officer potential.

In general, most of these tests are speed tests designed specifically to see how you perform under stress. Anything I could tell you about them, apart from the fact that such information is restricted, would be useless to you, as it would convey no meaning. The only advice I can give you is the advice given to all candidates at the selection unit: "Just be yourself!"

You have now taken your last hurdle. When you return to your unit, a signal will be sent from Command Headquarters, advising you that you have been selected (or not selected) for university training under RCAF sponsorship. But if you have worked hard all the way through, by this time there will have been no doubt as to the final outcome. All that remains is for you to go in and win! In just four short years you will graduate with a university degree that you will display proudly from a gilt-edged frame on your office wall. But of perhaps more concrete value to you, you will step into a brand-new life as a commissioned officer with the RCAF, with a future that is assured.

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HOW TO TAKE BETTER PICTURES!

Ways and Means of Snapping Memorable Pictures of Children and Pets

The best pictures of children and pets are achieved by spending a lot of time with these photogenic subjects. For most parents this is not only easy, but virtually inescapable.

To take advantage of the picture opportunity, you must have a camera ready in those situations which,



Good snapshots of children with pets rarely result from their looking into the lens of the camera. Enlist a helper who will keep both the child's and the animal's attention away from the camera. When the "helper" was behind the screen door attracting the attention of the boy and his cat, this interesting photograph resulted.

in the past, evoked a vain, "Wouldn't that make a fine picture?" Keep the camera loaded with film and set for the film you're using and the conditions under which you'll be taking pictures.

Make certain that your children and pets are so accustomed to being photographed that the appearance of a camera won't freeze them into self-consciousness. Hold the camera in your hand, even if you're not going to use it.

PATIENCE

The cardinal rule in photographing children with animals is to have patience. As amiably exasperating as they may be, it is possible to maneuver children and animals into the most appealing photographic subjects.

Good snaps of children with pets rarely result from their looking directly into the lens. A good idea is to enlist the aid of a helper who will keep both the child's and animal's attention away from the camera. By shifting the location of your helper and subject, you'll be able to have the child face in any direction you wish and also obtain bright, animated expressions.

A memorable picture is one of a dog licking the child's hand, or one of the child hugging the dog.

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

PROPS

Another worthwhile idea is to use props. An object that will capture both the animal's and child's interest will help produce snapshots capturing that special delight or absorption. Successfully used props for little children and animals are toys, articles of clothing, books, food, and all kinds of ticking, moving, or flexible gadgets.

A child absorbed in a kitten's activity with a ball of yarn makes a wonderful picture, for example. If you keep the prop out of sight until you're ready to snap, the initial expressions often make the best snapshot.

Try not to waste film on stiffly posed "see the birdie" pictures. Properly accustomed to picture-taking, most children can make believe successfully for the camera, and a kitten or puppy is always willing to play. But remember that time wasted

seeking perfect lighting and perfect posing make both child and pet lose interest. Shoot one picture, so the child can see progress, then renew interest by shooting another picture—just a bit different.

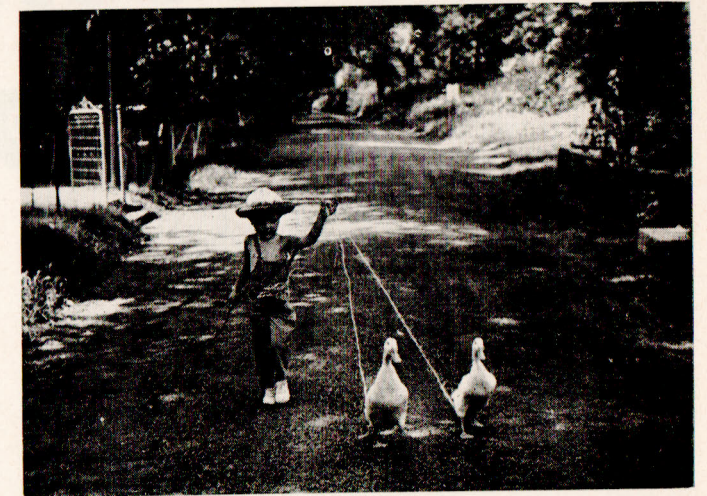
POSITION

For most snaps of children and pets, bring your camera down lower than usual—to the subject's own eye level. This often shows the "little folk" to greater advantage. It's often worthwhile, too, to arrange an animal picture in your viewfinder and then step back an extra foot or foot and a half, focusing for the actual camera to subject distance. This provides a little extra margin in which the animal may move without moving out of the picture.

An accessory for your camera which will help you get the best possible pictures is a close-up attachment, readily and inexpensively available at your photo dealers. The instruction sheet packaged with each close-up lens lists the camera setting in feet for various close-up distances.

Since good prints can be made from any portion of a good negative, you can, after examining the initial prints delivered to you by your dealer, return

the negatives to him and order prints or enlargements made from the partial area in which you are interested.



When taking pictures of animals and children, compose the picture in the viewfinder, then step back an extra few feet, focusing for the actual camera-to-subject distance. This provides an extra margin in which the animal may move without leaving this picture. You may get a picture as good as this one.

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It looks as though all objections have gone unheeded as far as the duck shooting is concerned for this year. The early season over the stubble will open the first week of September as it did last year. A lot of people are of the opinion that this season wastes a lot of good ducks and scares the blazes out of the rest. By opening day of the normal season they are plenty wild and a mile high.

From all reports this will probably be the last year for the early season over cultivated land. This season is opened only to help the farmers keep the ducks from destroying their crops and they hope by the fall of 1959 to have an insurance scheme in existence that will cover such loss, thus doing away with this early season.

For you who want to get an early crack at the ducks, although I can guarantee you will get a lot more pin feathers than duck, take a drive out west towards Portage la Prairie and north around the Gladstone area. Some of the best stubble shooting around is to be had there, and the early season last year was very good out in that area. One thing to remember though. Before you can shoot over any stubble or cultivated land you must first obtain the owner's permission and you must not shoot within 100 yards of water.

Some of the boys neglected these little items last year and lost their equipment. Rather expensive not to mention downright frustrating to have your gun taken away the first day of the season.

From all reports that have been filtering in from around the province, there seems to be a good crop of ducks again this fall and hopes are high that the hunting will be as good as it was in 1957. Saskatchewan is down somewhat in their duck population so maybe we will be able to get part of the tremendous shooting that they have been having up there for the last few years.

Most areas are reporting late hatches brought on by our July and August rains. This is going to put a lot of ducks on the wing around the first of October to the middle of the month. As a result I imagine that there are going to be a lot of immature birds this fall and also a lot of pin feathers. Of course when the big fellows come in from the north in the latter part of October, then you get ALL DUCK.

Pot Hole Ducks

I have taken several drives through the country the last few weeks and find that most pot holes and ditches have ducks in them. These are good spots for the first couple of days of the season but after that most of the birds leave for the larger bodies of water where they can feel more secure.

Although these pot hole ducks are usually much easier to get, they are generally much wilder in taste and if they come from a marsh or slough bordering on a lake, quite often they are also fishy. Nothing spoils a duck as fast as a fishy taste or smell. Generally you have to move out of the house after it goes into the oven because the smell is more than any but a hardy soul can stand.

That of course is the main reason for trying to get ducks that have eaten off the grain land all fall. They have a wonderful flavor and are usually in very plump condition.

Limits and Seasons

The 1958 season dates are Sept. 5th for the opening of the early stubble shooting. General season opens Sept. 19th at 12:00 standard time, with the exception of the Delta Waterfowl Control Area. This area opens on Sept. 26th.

Bag limits this year are 10 ducks daily, with no more than 30 in your possession. Geese are 5 daily

and 30 in possession. Lucky the man who can get five geese daily let alone have 30 for the season.

Another good bet this fall is going to be the sharp-tailed grouse, or as we wrongly call him, the prairie chicken.

Seems as how the grouse has staged a very good come-back and as a result the seasons are getting better every fall.

Many hunters prefer to hunt upland game to ducks because of the conditions under which they are hunted. Warm weather, dry land under foot and no slogging through marsh over your head. I must admit they have a point but I prefer to get a bit of both if at all possible.

The upland game bird season runs from October 10th to November 11th for sharp-tailed grouse, ruffed grouse, spruce grouse and Hungarian partridge. There will be no season for pheasants or pinnated grouse, the true prairie chicken, this fall as they are in very small numbers with the grouse being close to extinction.

Limits for upland birds are: Sharptail grouse, 8 daily; Ruffed and Spruce grouse, 4 daily; and Hungarian partridge, 2 daily. Possession limits are twice that of the daily bag limit of each species.

As has happened in the past, the deer areas this fall are again divided by highways.

The area south of No. 4 highway and west of No. 10, together with south of No. 2 between Nos. 18 and 10, the season will be from November 17th to December 6th. This is the most heavily stocked area in the province and of late also the most hunted.

South of No. 2 between No. 75 and 18, the season will run from November 17th to November 29th.

A special archery season will be opened this year and will run previous to the regular season, October 10th to 18th being the dates. The Turtle Mountain Game Preserve is the area set aside this fall for this season. The Peace Gardens, which are in this area, have been declared a no-hunting zone, so any of you chaps who aspire to be a Robin Hood of 1958 make sure you shy clear of this spot.

Limit again this year is one deer of either sex over a year old. The licence is set at \$5 for residents.

A moose season will run from September 22nd to October 18th north of the 53rd parallel, and from November 17th to December 31st in the other designated parts of the province. There will also be an elk season to run during this latter date. Maps of these areas are issued when you buy your licence.

All in all it looks like the hunter has a good three months ahead of him. Ducks, geese, grouse, partridge, moose, deer and elk. How much more could a person ask for all in one province. And of course you can always do your duck shooting around a lake and get in a little fishing if the ducks refuse to co-operate for a while.

Fishing

The fishing lasts during September and as a result I have had both shooting and fishing from the same lake the same day and very good too.

Speaking of fishing, there have been some real lunkers caught lately.

We were down at Dorothy Lake a few weeks ago and just missed seeing a chap land a 37-pound sturgeon. This fish was caught on a minnow and gave the chap a real tussle before being boated. We fished there ourselves, but came away with nothing more than a lot of mosquito bites and wet feet from a leaky boat.

Some good catches have been coming out of the Big Whiteshell, Crow Duck, White and a few more of that chain down in the Whiteshell area.

As has been happening for the last couple of years, Pelican Lake is still producing some of the best fishing to be found anywhere in the southern part of the province. As I have said in past articles, the weekly derby held there is usually taken by a fish of 10 pounds or better. Not bad for constant fishing from a lake about a mile wide and three long.

Times and Places

A fast direction guide for you who have not hunted here before and do not know which part of the province might be expected to produce what.

For the early duck season, try west of Winnipeg. Get out into the big grain fields. Good north of Portage la Prairie. Later, any of the marshes will pay off. For good pot-hole shooting you can't beat the Minnedosa area west of the city.

For upland game birds, try south of Steinbach, farther south and west, around Wawanessa and down towards the border. West of Souris and up farther north to the Riding Mountain park.

Deer are most heavily populated in the southwest corner of the province in the Souris, Boissevain, Deloraine area.

That is about it for the season, areas and regulations.

The only thing that I might add here would be a note to any new hunters who have not had the chance to hunt ducks in this province.

Manitoba is famous for its tremendous duck shooting, if you find a good spot. This is most easily done by asking the chaps who have hunted here before. The only thing I suggest you do is bring along a very good supply of shells.

Going through a box of shells when the ducks are coming thick and fast is a very easy thing to do, and if you shoot like most of us you won't be taking home 25 ducks for the 25 shells in each box.

That would never do anyway. You would only be able to fire 10 shots and then pick up your 10 birds and go home. I prefer to miss a few and stay out there and enjoy the fun for a while.

But wherever you go and whether you hit them all or miss them all, you will find the ducks here are generally most co-operative.



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Lovely 19-year-old Windmill Girl, Cynthia Pearl of Greenford, returns from holidays to take part in the new show at London's Windmill Theatre. Cynthia was born in Perivale on March 13th, 1939, and became a Windmill Girl in July, 1957. A brunette with brown eyes, her vital statistics are: 38-22-34.

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FAREWELL GROUP CAPTAIN

"Jake"

By BILL BAMBRICK

Photos—Don Askett, Dave Spearing and J. B. Smith.

On the 28th of August we said a fond farewell to our Commanding Officer, Group Captain G. F. Jacobsen, DFC, CD. Group Captain "Jake," as he was fondly nicknamed by his officers and men, has left RCAF Stn. Winnipeg, where he has been Commanding Officer for the past three years, to take his new position in Ottawa as assistant to the Chief of the Air Staff. But he was certainly no newcomer to Winnipeg when he arrived here in July, 1955.

Group Captain Garnet Jacobsen was born in Winnipeg in December, 1916, and attended public and high schools here prior to joining the RCAF in June, 1940. This early association with the Manitoba capital is undoubtedly the source of our ex-commander's staunch loyalty to the Winnipeg Blue Bombers, which he supported vigorously in their repeated attempts at Grey Cup fame.

Upon joining the RCAF in 1940, he was trained as an air observer, and served overseas from 1941 until 1943 on operations with 218 (RAF) Squadron, in Bomber Command, and also served as a station and later a group navigation officer.

In 1943 he returned to Canada and was employed as officer in charge of navigation training at a number of wartime training stations, including Portage la Prairie, Winnipeg, and Summerside. It is interesting to note that Group Captain Jacobsen became the first Navigator-Commanding Officer when, in 1944, at the age of 28, he assumed command of the Air Observers School here in Winnipeg, with the rank of Wing Commander.

"Little Jerk" bids G/C Jacobsen au revoir at the Corporal's farewell party.



G/C Jacobsen remained in the navigation instruction field until 1946 when he was transferred to Air Force Headquarters to staff duties with the Directorate of Air Training. He attended RCAF Staff College in 1947 and on completion of the staff course in 1948 returned to Air Force Headquarters where he was employed in the Directorate of Postings and Careers. In 1951 he was sent to duties at Supreme Headquarters Allied Powers in Europe (SHAPE) and served there until 1954, when he was appointed to his position with the Director of Air Plans Strategic, at Air Force Headquarters.



Many mementoes were presented to G/C and Mrs. Jacobsen on their departure, by the Corporal's Club



. . . . The Fire Hall, the Sgts' Mess



. . . . The Station Band, the Airmen, and of



G/C Jacobsen and Mrs. Jacobsen at the Station Band's farewell party.



Members of the Corporal's Club applaud the

In July, 1955, G/C Jacobsen succeeded G/C Ingalls, DSO, DFC, CD, as Commanding Officer of RCAF Stn. Winnipeg.

Group Captain Jacobsen was awarded the Distinguished Flying Cross for his outstanding work while participating in numerous attacks on heavily defended enemy targets during the Second World War.

Group Captain and Mrs. Jacobsen were bade fond farewell by the officers and men of the station before their departure for Ottawa at many informal parties held in the various messes. At the stag party held for him in the Corporal's Club, the Group Captain

Air Force hauled a Snark intermediate range ballistic missile across the border on its way to the CNE. Other weapons, including the Army's Corporal and Hercules and the Navy's full range of tactical missiles were also on display.

"ARGUS" MARK II

The first 12 CL-28 or "Argus" submarine-killer aircraft produced by Canadair Limited, in Montreal, for the Royal Canadian Air Force had flown a total of well over 1,700 hours, or almost 350,000 miles, by mid-August, unofficial figures show.

At that time, five of the 74-ton aircraft were in squadron service with the Royal Canadian Air Force's Maritime Air Command, flying out of the principal Atlantic Coast station at Greenwood, Nova Scotia. Seven more, turned over by Canadair to the Royal Canadian Air Force, were still engaged in experimental and development work in various parts of Canada, and many others were in the course of production, final assembly or pre-flight.

Aircraft No. 14 became the first to be designated "Mark II," fitted

with the latest-designed detection and tactical equipment. The principal external sign of the advanced version is a drastic reduction in the size of the radome, which on the first thirteen aircraft is a large and conspicuous bulb under the aircraft's forward fuselage.

The first Mark II was subjected to exhaustive evaluation examination and testing at Canadair by Royal Canadian Air Force technical team of 20 men, each an expert in his field, who probed into every facet of the Mark II modifications for extended capability.

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44	Garland Warren	Centre	79	Keith Pearce	End
47	Walt Bilicki	Centre	83	Pete Mangum	Fullback
50	Bob Hobert	Guard	85	John Varone	Halfback
52	Dave Burkholder	Guard	86	Jim Van Pelt	Quarter
53	Herb Gray	Guard	87	Ron Latourelle	Halfback
55	Ted Mikliechuk	Guard	88	Barry Roseborough	Quarter
56	Ed Kotowich	Guard	89	Kenny Ploen	Quarter
58	Cornell Piper	Guard	90	Tony Kehrer	Fullback
62	Roger Savoie	Tackle	91	Charlie Shepard	Fullback
63	Steve Patrick	Guard	92	Bob McNamara	Halfback
64	Buddy Tinsley	Tackle	94	Nick Miller	Fullback
67	Frank Rigney	Tackle	95	Gene Wlasiuk	Halfback
70	Norm Rauhaus	End	96	Bob Stransky	Halfback
71	Gerry Vincent	End	97	Gord Rowland	Halfback
73	Cec Luining	End	98	Gerry James	Fullback
74	Frank Gilliam	End	99	Leo Lewis	Halfback
77	Ernie Pitts	End			

G/C Jacobsen remained in the navigation instruction field until 1946 when he was transferred to Air Force Headquarters to staff duties with the Directorate of Air Training. He attended RCAF Staff College in 1947 and on completion of the staff course in 1948 returned to Air Force Headquarters where he was employed in the Directorate of Postings and Careers. In 1951 he was sent to duties at Supreme Headquarters Allied Powers in Europe (SHAPE) and served there until 1954, when he was appointed to his position with the Director of Air Plans Strategic, at Air Force Headquarters.



Many mementoes were presented to G/C and Mrs. Jacobsen on their departure, by the Corporal's Club



About one hundred families turned out and the main attraction for the kids was the pony rides. Five beautiful ponies carried the children around the trails for almost three hours.



Pony rides were the order of the day at the Corporals' Kiddies' Party on Sunday, July 20th.



G/C Jacobsen and Mrs. J.

For those who preferred boxing, the afternoon's two clowns, Cpl. Penny Gaudet and Chuck McArthur, displayed the finer points of the boxing profession as seen from the clown's eyes. The serious side of boxing was performed by the following:

- LAC Perry Parsons vs. Edward Yaremczak.
- Helmut Koppe vs. Clause Koppe.
- Don Thompson vs. Tex Gannon.
- Donny Deveau vs. Alan McNeil.
- Referee was Heinz Koppe (Heavy-eight Champion of Manitoba).

Another highlight during the afternoon consisted of kiddies' games, where the "fastest" were awarded tangible proof of their talents.

A special note of thanks goes out to the single members of the Corporal's Club who assisted the fath-in making the kiddies' picnic a size success.

BEAUTY



WITCH—Gwen Verdon stars in Warner Bros.' film version of her Broadway musical comedy, "Damn Yankees." The famed stage dancer, who plays a beautiful witch, is shown in a scene from the seductive number, "What Lola Wants—Lola Gets," which brought audiences to their feet each night during the long Broadway run.

—Warner Bros. Studio, Burbank, California.

Snark At C.N.E.

One of the most comprehensive displays ever shown of the Western world's latest and most powerful weapons has been on view in a Canada-U.S. project at the CNE. Canada's tri-service exhibit included the Army's 60-ton Centurion tank, the Navy's electrically controlled torpedo Mark 43 and the Air Force's CF-100 jet fighter. Under heavy security guard the U.S.

Air Force hauled a Snark intermediate range ballistic missile across the border on its way to the CNE. Other weapons, including the Army's Corporal and Hercules and the Navy's full range of tactical missiles were also on display.

"ARGUS" MARK II

The first 12 CL-28 or "Argus" submarine-killer aircraft produced by Canadair Limited, in Montreal, for the Royal Canadian Air Force had flown a total of well over 1,700 hours, or almost 350,000 miles, by mid-August, unofficial figures show.

At that time, five of the 74-ton aircraft were in squadron service with the Royal Canadian Air Force's Maritime Air Command, flying out of the principal Atlantic Coast station at Greenwood, Nova Scotia. Seven more, turned over by Canadair to the Royal Canadian Air Force, were still engaged in experimental and development work in various parts of Canada, and many others were in the course of production, final assembly or pre-flight.

Aircraft No. 14 became the first to be designated "Mark II," fitted

with the latest-designed detection and tactical equipment. The principal external sign of the advanced version is a drastic reduction in the size of the radome, which on the first thirteen aircraft is a large and conspicuous bulb under the aircraft's forward fuselage.

The first Mark II was subjected to exhaustive evaluation examination and testing at Canadair by Royal Canadian Air Force technical team of 20 men, each an expert in his field, who probed into every facet of the Mark II modifications for extended capability.

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WINNIPEG BLUE BOMBERS

Head Coach—Bud Grant

Asst. Coaches—Wayne Robinson and Joe Zaleski

No.	Player	Position	No.	Player	Position
43	George Druzman	Centre	78	Ron Meadmore	End
44	Garland Warren	Centre	79	Keith Pearce	End
47	Walt Bilicki	Centre	83	Pete Mangum	Fullback
50	Bob Hobert	Guard	85	John Varone	Halfback
52	Dave Burkholder	Guard	86	Jim Van Pelt	Quarter
53	Herb Gray	Guard	87	Ron Latourelle	Halfback
55	Ted Mikliechuk	Guard	88	Barry Roseborough	Quarter
56	Ed Kotowich	Guard	89	Kenny Ploen	Quarter
58	Cornell Piper	Guard	90	Tony Kehrer	Fullback
62	Roger Savoie	Tackle	91	Charlie Shepard	Fullback
63	Steve Patrick	Guard	92	Bob McNamara	Halfback
64	Buddy Tinsley	Tackle	94	Nick Miller	Fullback
67	Frank Rigney	Tackle	95	Gene Wlasiuk	Halfback
70	Norm Rauhaus	End	96	Bob Stransky	Halfback
71	Gerry Vincent	End	97	Gord Rowland	Halfback
73	Cec Luining	End	98	Gerry James	Fullback
74	Frank Gilliam	End	99	Leo Lewis	Halfback
77	Ernie Pitts	End			



WINNIPEG AREA CADETS ON COURSE

About to examine the CF100 jet interceptor during a break from training, these four boys are among 100 air cadets undergoing rigid training at Camp Borden's Senior Leaders Course. After graduation in August they will return to their home squadrons better versed in leadership, drill and airmanship. Top to bottom they are: Sgt. John McDiarmid, of 260 Ashland Ave.; Flt. Sgt. Barry Wotton, of 978 Garfield St.; Sgt. Don Stewart, of 89 Noble Ave.; and Cpl. Thomas Dunn, of 327 Parkhill St., Kirkfield Park.

—National Defence Photo.

If you think you are indispensable, stick your finger in a bowl of water—and notice the hole that's left when you take it out.

During World War II there was an undeclared, mock war carried on between the fighter and bomber squadron scattered about the English countryside. A pilot from a fighter squadron made a run on a rival airfield flying a vintage bi-plane trainer. His bomb load consisted of a well-filled sack of manure.

The next day a reprisal raid was launched by the bomber field, and their representative also flew an antiquated trainer. Everyone scattered—anticipating a reprisal in kind; but instead, a typewritten note leafed its way to the ground. The note read: "We regret to inform you your Commanding Officer fell to his death on our airfield yesterday while carrying out a bombing mission. We share your grief and await the arrival of a representative to claim the body."

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BRISTOL IN CANADA—With headquarters in Montreal, the Bristol organization in Canada includes extensive aero engine overhaul and repair facilities in Montreal North; complete aircraft overhaul, maintenance, modification and manufacturing facilities in Winnipeg; and a newly-opened Proteus engine addition to its engine overhaul and repair plant in Vancouver.



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AEROPLANE COMPANY OF CANADA LIMITED

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THINGS TECHNICAL

Edited by
RON BAYNES

the NEW CESSNA 150



The new Cessna Model 150 is pictured in flight over Kansas. The new two-place airplane will be available in standard, trainer and "inter-city" commuter models, ranging in price from \$6,995 to \$8,545.

Cessna Aircraft Company recently announced complete performance and specifications on the new Model 150, scheduled for October introduction on the commercial market.

The new model is a two-piece, high-wing, all-metal, single-engine airplane equipped with "Land-O-Matic" landing gear. Cessna designed the new model to fill the increasing needs for a modern two-place trainer, charter, pleasure and inter-city airplane.

Powered with a four-cylinder Continental 0-200-A engine, the 150 has a maximum speed of 124 mph at sea level and a maximum recommended cruising speed of 121 mph utilizing 70% at 9,000 ft. Range at maximum cruise is 520 miles or 4.3 hours. Maximum range at economy cruise or 43% power at 10,000 ft. is 630 miles or 6.6 hours with a true airspeed of 85 mph.

The Continental 0-200-A engine is rated at 100 hp at 2750 rpm. Recommended overhaul time is set initially at 600 hours. Basic dry weight of the engine is 189.69 lbs. or 220 lbs. with accessories. Displacement is 200.91 cubic inches with a 7:1 compression ratio.

The engine is bolted to the engine mounts through resilient rubber cushions, providing complete separation between engine and airframe, allowing vibration to dissipate before reaching the fuselage. This suspension system, combined with the newly designed Cessna mufflers, provides quiet and comfortable flight.

Propeller of the 150 is an all-metal Sensenich M69CK-52 with a ground clearance of 10 inches.

Oil capacity is five quarts. Operating oil weights are SAE 30 for temperatures below 40° and SAE 50 for temperatures above 40°.

Fuel requirements are 80/87 octane.

Model 150 fuel tanks are of all metal construction with total capacity of 26 gallons, of which 22½ gallons are useable under all-flight conditions, and 24.4 gallons are useable under level flight conditions. The anti-ice fuel vent is located in a protected area behind the strut on the left wing.

The 150 landing gear is the same "Land-O-Matic" design Cessna has used on the 172, 175 and 182. The chrome vanadium steel gear has been used on thousands of Cessna airplanes since it was first introduced. It is strong, durable and constructed to withstand the shocks of rough field operation.

Cessna has scored a first in the use of nylon tubeless tires on the 150. The tubeless tires are "blow out" resistant and will stand rugged shocks. Tire size (5:00 x 5)

is the same for all three wheels.

The cabin area, which has excellent head and leg room, is tastefully decorated. Interiors are available in a choice of Cherokee Red or Amazon Blue. Headliners in both interiors will be ivory colored and side panels are of ivory roy-alite.

The top and bottom of the seat back is adjustable both forward and aft. The top of the seat also folds forward to provide easy access to the baggage compartment, which has an 80-lb. capacity. A utility shelf above the baggage area may be used for small articles that can be kept within easy reach of the pilot or passenger during a flight.

The shock mounted instrument panel is clean, neat and functional. Space has been maintained for installation of additional instruments even with the full panel in the "inter-city" commuter. Arrangement of instruments make them clearly visible from either side. On the "inter-city" commuter, the radio is mounted directly in front of the pilot at the lower left of the panel for easy tuning. Engine controls and switches are grouped on the lower center of the panel.

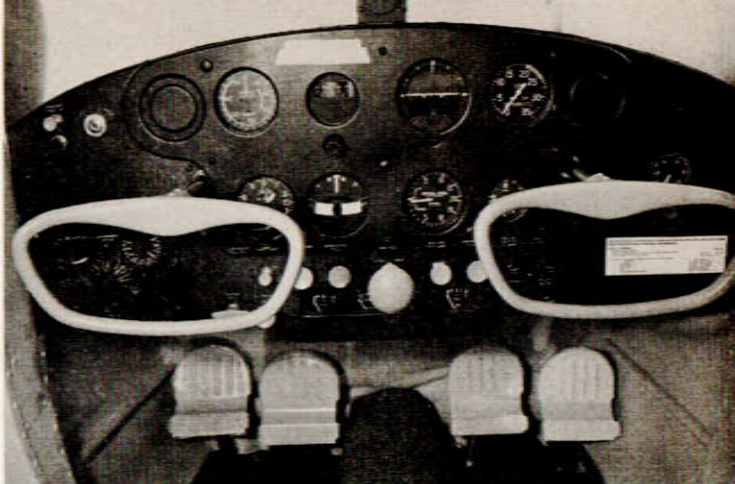
The master switch, key ignition and starter handle are located for ease of operation with the left hand while the right hand is free to operate the mixture control, primer and throttle. These switches and controls are all within easy reach of either hand, eliminating any cross arm operation when starting.

A map case and glove compartment is located at the lower right side of the panel. Manually controlled ventilators are positioned on each side of the cabin above the windshield.

The tail group on the airplane incorporates compression molded oilyte bearings for frictionless control movement. The massive dorsal fin provides good directional control as well as an added touch to styling.

Exterior of the Model 150 is available in a choice of three colors—Forest Green, Damask Red and Colonial Blue. Special high-intensity fluorescent paint is also available at additional cost.

Shock mounted instrument panel of the model 150 shows the clean and roomy installation of equipment. Picture at right shows 150 panel with full instrumentation and equipped with dual controls.



The large cabin area is comfortable and well-proportioned for roominess. Head and leg room are particularly good in the new two-place Cessna Model 150. The frontseat tilts forward for easy access to the luggage and utility shelf in the back. Interiors are available in a choice of red or blue modern styling throughout.



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by DOUG WILLIAMS

AIRWOMEN'S SPORTS NOTES

By JEAN ARNETT

RCAF Kirkfield Pats, playing in the Woman's Senior "B" League, have had a successful year. They placed third in the League, and defeated CPAC in the semi-finals. Holy Ghost, last year's champions, repeated their achievement this season, defeating the RCAF team in the finals.

The Airwomen's softball team competed in a tournament at Cold Lake on the weekend of August 9th. Although losing both games to a superior Cold Lake team, our girls defeated Portage la Prairie twice to place second in the tournament.

In the Training Command Track and Field Championships, held at Sargent Park on Saturday, Aug. 24th, LAW Maida Lent tied the ladies' record in the 100-yard dash with a time of 13 seconds. LAW Marg Whal set a ladies' javelin record with a 75-foot throw. The

Training Command trophy, awarded to the victorious Airwomen's team, was won this year by Camp Borden, with Station Winnipeg placing a very close second. Well done girls, let's bring the trophy to Winnipeg next year.

I & E REPAIR STATION SOFTBALL CHAMPIONS

I & E topped their league in inter-section softball, and on the playoff trail defeated Armament Systems and Supply to become Stn. Winnipeg's representative in the 14 Training Group, Training Command, and RCAF Championships.

On the 24th of August the I & E squad were hosts to the Macdonald winners in a best of three series and won two games straight—10-2 and 9-1. Next round is slated for Macdonald early in September, when Winnipeg, Portage, Moose Jaw, and the winner of the Calgary-Penhold tilt meet to declare

the 14 Trg. Gp. Champion, the western representative for the T.C. championship and the local "zone" representative.

In the first games the Winnipeg boys took an early lead—five runs in the first inning. They were never behind from then on. Baskerville gained a walk in that inning and proceeded to steal home on one continuous play! Ken LaPointe was the winning pitcher of both games — pitching two two-hitters and striking out 26 men for the 14 innings. At the same time he walked only six for the day, and cut off five of these by subsequent strike-outs.

Massicotte was the losing pitcher in both games, with Langley relieving in the first game. Passed balls, overthrows, and fielding errors were the downfall of Macdonald. Winnipeg, on the other hand, backed up the fine pitching performance of Lapointe.

Macdonald were on even terms only once, when they tied the score at 1-1 early in the second game. Wraggett hit a homer in the third inning to put Winnipeg ahead, and then lead-off man, Ramsay, hit another homer in the fifth to start a five-run rally and end Macdonald's hopes.

Gord Law at the plate and Terry Theriault on the bases did a commendable job of handling both games. Team lineups were:

MACDONALD: W. F. Langley, J. T. Sweet, J. M. Massicotte, W. Poohachoff, E. Garnett, B. Emery,

(Continued on page 36)



Airwomen's soft ball team, coach and mascot.

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By PETER McLOUGHLIN

The Truth About Oils and Brake Fluid

How many times have you seen conflicting print about additives, detergent oil, heavy duty, multiple grade, etc., and wondered what on earth the truth of the matter actually was? Here, we hope, is the genuine, ungarbled treatment of this complex subject.

NON-DETERGENT OIL—Best for long distance driving, and old engines.

DETERGENT OIL—Should be used for all stop-start driving, which is the hardest on engine life. It is in this sort of driving that you need the anti-acid, anti-corrosive, and cleaning additives of the detergent oil.

ADDITIVES—90% are mostly useless. Those that are good are really superfluous to the additives already in a good detergent oil. There are no such things as "secret" compounds—except in the minds of suckers. An additive is good for cleaning out an engine if you have not been using a heavy duty detergent oil. Heavy duty

designations are usually shown as "MS-DG." That means, "motor severe," and "diesel general." "ML" and "MM" stand for "motor light" and "motor medium"—long distance work.

The above points are especially true if you drive in a cold climate.

OIL—There is no substitute for a good Pennsylvania oil, produced by a reliable company. Usually detergent and non-detergent oils of the same type, and from the same company, can be mixed. Detergent and heavy duty oils cannot harm ANY engine in good condition. Oil changes should be every 1,500 miles in summer and every 1,000 miles in winter.

FILTERS—These items need changing every second oil change, if using the above changing figures. A filter can only remove so much of the sludge that is in suspension; after that it remains in circulation to damage the engine.

MULTI-GRADE—These oils are excellent, provided that they come from a first-class firm, and do not contain artificial viscosity additives.

OIL COLOURS—GRAY: This is caused by the accumulation of lead salts in the oil, from the gasoline. They are harmless unless present in excessive amounts.

BLACK: Caused by the accumulation of carbon in the oil. If under 1%, no sludge forms. Carbon contamination is a direct result of poor combustion and excessively rich mixtures.

MILKY AND CLOUDY: Caused by the accumulation of water in the oil. Water contamination is always undesirable, as it is one of the prime formers of sludge-formation.

DEEP RED: Red dye from many premium grades of high octane gasoline. Minute quantities on washing down the crankcase walls will often turn the oil a deep red—completely harmless.

BRAKE FLUID

Do you want to stay in the land of the living? If so, I respectfully suggest that you promptly obtain a copy of *Consumer Reports* for August 1958, and read an article entitled as above.

Should you be unable to obtain this item, I'll enlarge on the subject. It may surprise you to know that nearly 50% of the brake fluid sold today is incapable of doing its job thoroughly, and so leaves you to face a stop from high speed with no brakes and your fingers crossed. Oh, I don't joke; it's true. Unless hydraulic fluid containers are marked "S.A.E. Heavy Duty," or "Specification 70R1," they are dangerous if used in modern cars. Why? For the simple reason that "S.A.E. Moderate Duty" (or 70R2) fluids boil at 230° F—the result: no brakes. Heavy duty hydraulic fluids will carry out their job up to 300° F, a figure you will be unable to reach while driving. These dangerous circumstances do not occur in normal day-to-day car use, but only when you want those anchors most;

namely, under hard application. Then conditions created by modern, small wheels, shielded body openings, etc., result in the brakes overheating, and so the brake fluid overheats. If those fluids you use don't carry either of the above designations, then you are really in trouble. Boiling points of these liquids are around 170-180° F. One final word; use sealed containers if at all possible.

LATE FLASHES

- Austin-Healey Six now available as a two-seater, and additional baggage space, if asked for.

- Strong possibility that Massey-Harris-Ferguson will shortly assume control of Standard Motors (TR-3, Vanguard, and Standard cars), as they now control almost 30% of the shares.

- Packard goes by the board. Studebaker concentrating on small car.

- Canadian car production down 17% this year. General Motors up 4%, Chrysler down 46%, Ford down 24%, Studebaker down 41%.

- Imports of European cars up almost 100% for '57; they now hold 15.8% of whole new car market. Biggest gains registered by the British and Renault.

- Expect a complete strike by all UAW workers shortly after new models are introduced in the Fall. Can't see this lasting too long as the kitty must be pretty empty after the extensive unemployment payments paid out earlier this year.

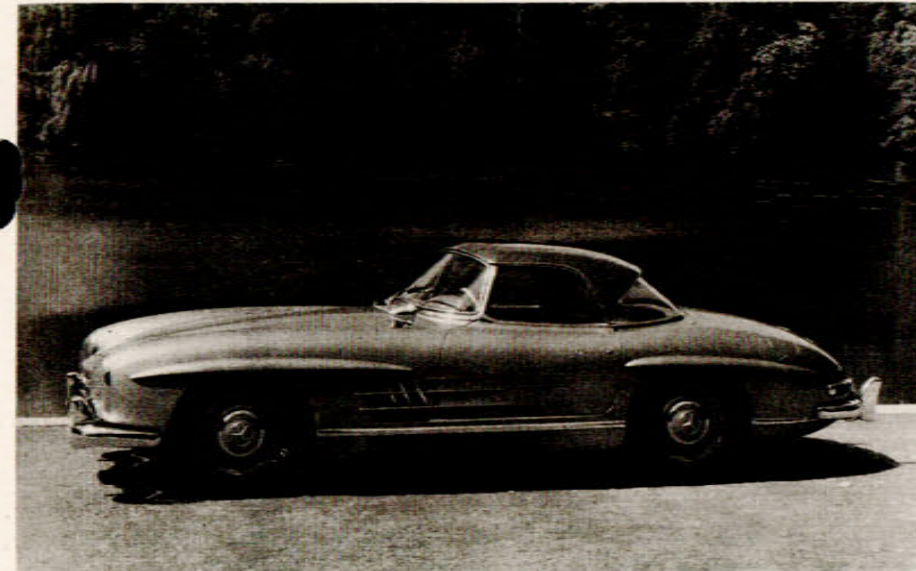
- A huge Chrysler, as you may know, won this year's Mobil Gas economy run with a fantastic record of 24.7 m.p.g. I think most owners would be happy if they got much more than half that figure—might be a good idea to think of the customer next.

NEW FOR 1959

Regretfully, it appears that the big three cars will be longer, wider, lower, and have more chrome! Big problem these days around Detroit is body "shake," due to these new bodies and frames. It is a tough problem to solve. Some of the makers have thrown out

the centre "X" frame, which can't be put back if they wish to keep the low look. These frames are all very spindly and flexible; nobody would have condoned using anything like this 20 years ago! Most of the new GM frames have excellent stiffness in themselves, but bodies slung out on the end of outriggers doesn't help the situation at all. So far, the only solution has been to add structure to smother the shake. The result is a further 150 lbs. on the 1959 bodies. The price tag will thus have to go up.

All GM bodies for 1959 will have the same shell. Inserts will be used, if needed, to lengthen the body. This will be obvious when you see the '58 and '59 models side by side. Different floor pans are used to accommodate the very different frame designs. The idea behind this (as with Chrysler in 1956) is to allow you to absorb the tooling costs in one year and then be able to have a complete change each year without being left with a lame duck for a further year, as with Buick and Oldsmobile in the current season. Sales competition is the only point that has pushed GM down this road.



NEW MERCEDES HARD-TOP

This new hard-top for the 300SL is virtually impossible to distinguish from the permanent article.

BLUE BOMBER GAMES

HOME	AWAY
Thur., Aug. 14—Edmonton	Thur., Aug. 21—Saskatchewan
Thur., Aug. 28—Br. Col.	Mon., Aug. 25—Edmonton
Sat., Sept. 6—Saskatchewan	Mon., Sept. 1—Calgary
Sat., Sept. 20—Calgary	Sat., Sept. 13—Calgary
Mon., Sept. 29—Edmonton	Mon., Sept. 15—Br. Col.
Sat., Oct. 11—Br. Col.	Sat., Oct. 4—Edmonton
Mon., Oct. 20—Saskatchewan	Mon., Oct. 6—Saskatchewan
Mon., Oct. 27—Calgary	Sat., Nov. 1—Br. Col.

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SPORTS

(Continued from page 32)

J. McNicoll, T. Foster, B. Kearney, D. Collins, J. Chase, Coach Violette.

WINNIPEG: D. R. Ramsay, R. G. Wreggitt, N. Samain, J. Baskerville, K. C. Lapointe, D. Stead, S. P. McQueen, F. Rutledge, R. Schwartz, H. Monk, N. Tanner, C. Goddard, L. Hannishewski, J. A. Fortin, L. Teskey manager.

Summer appears to be at an end as far as sporting activities are concerned. Softball is into the play-off stages, the annual Track and Field Meet has been written into the record book, and other activities are rapidly drawing to a close. More results will be available for the next issue. Meanwhile, fall and winter sports are getting underway—a flag-football league has started, bowling will be in the final stage of planning by the time this is printed, and talk should be swinging to Hockey, Curling and other winter activities.

The swimming pool is recovering from the capacity crowds it handled every afternoon during the summer holidays, and work will shortly be going out regarding winter swimming classes and life-saving courses.

The Recreation Centre office has been back on the winter schedule of hours since the first of September, and the gym is currently available for evening use.



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GEORGE LANGTRY
B.Sc.

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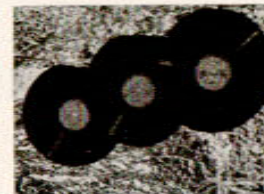
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WINNIPEG 2, MANITOBA

BIGGER AND BETTER BULLSEYES

(Continued from page 7)

station team set the pace. Annual trophies were presented to Charles Kent for the most improvement in shooting during the year coupled with the best range conduct and to Randy Maggs for winning the club championship in a shoulder-to-shoulder shoot off. Runners-up for the 402 Squadron Trophy won by Charles Kent, was one of the lady competitors—Betty Elliott, while Randy Maggs was threatened by the good scores of runners-up Allen Mansley, Tom Calow, and Ken Chapman.

WHAT DOES THE FUTURE HOLD?

Canada has grown in fame through members of the shooting fraternity and new participants are needed to carry the torch in international competition. Well-attended and active club organizations such as those at Station Winnipeg are needed to feed the talent upward. The indoor shooting season is close at hand and excellent facilities are available. Here is a sport suited either to those who aspire to competitive standards or for those who are interested in relaxing recreation. No other sport offers so much to the novice. The rest is up to you.



Randy Maggs, the Junior Rifle Club 1958 Champion with runners-up — L to R, Allen Mansley, Tom Calow and Ken Chapman.



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F/L R. J. OLIVER PERSONALITY

(Continued from page 8)

him—but not in England, where even U.S. rations were tight." Well, he did it!

Our Personality moved to Marville, France with No. 1 Fighter Wing, and left Europe in August, 1955, to continue his work at TAC HQ, Edmonton. Jack arrived in Winnipeg in May, 1957, with his wife Daisy, their children Barbara Ann 17, Gail 14, and Robert 17 months.

F/L Oliver lives for his work, and considers it the most important job in the Air Force. I can think of no better way of finishing off than by repeating what Jack said to me, "The Paymaster thinks his job important, but I only see him twice a month, he sees me three times a day!"

CPL. "BILL" BAMBRICK PERSONALITY

(Continued from page 9)

Flight. While at Trenton, Corporal Bambrick started the studies that he has recently completed.

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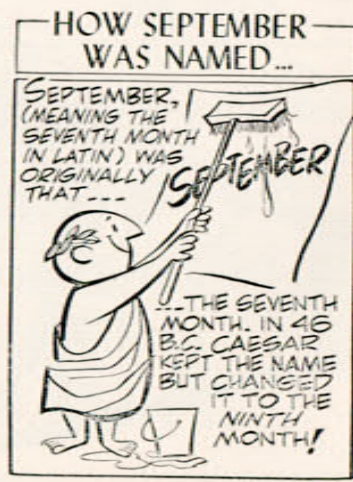
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ACROSS

1. Rove on the wing
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9. Display a garment
4. The moon
15. Jot
16. Overhead
17. Pure White.
19. Animate
20. Chic
21. Drinking bout
23. Finish
24. Ring gem
26. Tavern
27. Music, poetry, painting
28. Spindrift
30. Comedian's crutch
32. Help from the bank
33. Double meaning
34. Not vegetable or mineral
38. Craftsman
40. Breathing pores
41. Dandy (slang)
42. Expire
43. Mars, the god
44. Small anchors
46. Spare
47. Entreat
50. Fall ill
51. Sacred image
52. Get up
53. Despotism
54. Cry of triumph
58. Mud for building
60. Pert. to the art of disputation
62. Harmonize
63. Heraldic term
64. In this place
65. Modes
66. Vacation
67. Period in which Caesar died

DOWN

1. Droop
2. Humdinger (slang)
3. Sweetheart
4. Flap of cloth
5. Fiber for summer rugs
6. Toddlers
7. Periodical, as certain Mediterranean winds
8. Short Dyak sword
9. Public walk
10. Kimono sash
11. Place of white cliffs
12. Part of a track meet
13. Imparts
- Out
- Person in an institution
- A prey to terror
27. Very lively (music)
28. Smacking sound
29. Read closely
30. Firearm
31. Black cuckoo (var.)
33. When Pop brings home the bacon

35. Pickled in brine
36. Solar disk
37. Final
39. Female
40. Girl in the family
42. Light woolen fabric
45. Building steel
46. Island or terrier
47. Flat-bottomed
47. Flat-bottomed Baltic barge
48. Hill
49. Greek market place
51. Creek
53. Golf mounds
54. Senators, in Washington
56. Give a job
57. Topnotchers
59. Poor Richard
61. Windy City, for short



For Solution To Puzzle See Page 43

MESSAGE FORM FILE 27

ROUTINE	COMMS	221942	22
FROM CANADAIR LTD.			GR
TO COMMS			UNCLASSIFIED
INFO TO ALL RCAF STATIONS:			22

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SECTION NEWS

AOS NOTES

by "WALDO"

At last! I think that I will get that long awaited parcel in the form of some annual leave. Truly 'tis a wonderful feeling to be in anticipation of a few days of doing nothing but spending money. Even to the old diehards of "Per Ardua Ad Lectura" fame, leave is one thing that seems to brighten the days, and loosen the purse strings. Speaking of old diehards, F/L Fred Pearson is smiling very broadly about his transfer to Downsview. This JOAC course seems to have a magic touch. Fred has been practicing up "falling in the houses," in preparation to taking over as housing officer at Downsview.

S/L Doyle, another long-time member of the AOS staff, is soon departing for AFHQ. Many other transfers and new assignments are arriving daily, and all and sundry are walking around the hallowed halls with an eye out for green slips of paper. The annual migration is on, and no doubt the various section reporters will be mentioning names and places.

F/L Joe Tetrault is still looking for the joker who opens car doors and bends chrome doing so. Seems that the Pontiac collected a few dents. I guess no one's car is immune to the whims of "pea headed door swingers." The only consolation is that perhaps some day they will get their doors bashed in too.

The Station baseball team has been going great guns lately, and so far has advanced to the 14 Training Group finals to be played at Moose Jaw on 16th Aug. This game will be history by the time this issue of *Voxair* comes out, and perhaps the coverage of the game will be carried in future issues.

Briefly, the Station baseball team consists of 20 volunteers. They are from nearly all sections

on the station, and as the following list of names will show, are mainly from the ground trades. These are the members of YOUR baseball team:

F/O Greg Cummings, a pitcher, normally employed in Supply.

F/O Walley Chitra, 3rd baseman and outfielder, an instructor at AOS Electronics.

F/O Rick Boyd, infielder and pitcher, now the Station PRO.

F/C Jerry Smolkowski, infielder and sometimes outfielder, a long range navigation student at AOS.

F/C Cook, a summer type, employed at the ME section, outfielder.

Cpl. Woody Woodhams, star pitcher, employed at Dak Servicing.

Col. Mike Wandio, third baseman and shortstop, from Dak Servicing.

Cpl. Doug Tucker, star pitcher, employed at AOS Telecom Workshops.

Cpl. Ben Forsberg, outfielder, Morse Instructor at AOS.

LAC Art Limber, star pitcher, employed at Maintenance Wing.

LAC MacDougall, first baseman, from Armament.

LAC Whitey Meyer, star shortstop, from Armament.

LAC Jim Baskerville, second baseman, from Instrument and Electrical.

LAC Doug Webber, outfielder and pitcher, from Repair.

LAC Perry Parsons, catcher, from Servicing.

LAC Kip McLean, catcher, from Armament.

LAC Doug McKeil, outfielder, from Servicing.

LAC Howie McKim, third baseman, Armament Systems.

Harley Davidson, outfielder, a civilian engineer, employed at the Central Heating Plant.

Although all of the team members are modest and do not like to talk about their abilities, they are a group of proficient and sportsmanlike ball players. A young, high spirited team, with drive and energy, well worthy of bearing Station Winnipeg colors into battle on the diamond.

The team is managed by F/O Wally Gryba, and ably coached by Sgt. Matt Prokopetz, a veteran of many years of baseball, and presently employed as NCO i/c Telecom Ground.

Future plans for the team are not final, but next season should see participation in a downtown Intermediate "B" loop, with plenty of tournament play as well. Watch this space for future announcements.

That is all from Waldo, and now on to leave and my place in the sun. *Pass the suntan oil George.*

ELECTRONICS AIR

F/O ERIC BOYD

Once again the fine military stature displayed by the officers of Electronic Air, have been called upon to do parade duty. The occasion, the Commanding Officer's handing over parade. To the outgoing CO, G C Jacobsen, we say "Thanks." Thanks for three years of conscientious command, and best wishes in your new assignment. To the incoming Commanding Officer, G/C Mitchell, we say "Welcome" and we hope your tour here will be both satisfying and enjoyable.

With the departure of F/L

Klingbeil to Ottawa, F/L Bill Kendall becomes Officer in charge Electronics Air. Bill of course is by no means new to AOS, as he has been on staff since the winter of 1956/57. He has also had several years experience in all phases of electronics, so should be able to handle our many problems with minimum difficulty.

F/O Don MacNeill, having completed his fourth year with the AOS Empire, is once again on the move. This time to 121 Comm. Flight in Sea Island British Columbia. Oddly enough Don and his wife are both from British Columbia, a fact which possibly accounts for his broad grin.

The vacation bug has been busy throughout the station and enjoying the summer sun. From this section we had F/L Joe Smith, F/L Tommy Bangs, F/L Gerry Proulx and F/O Ted Garrett.

F/L Dave Hache and F/O Eric Boyd have just completed a long range training trip to Greenwood (heart of the Annapolis Valley) with course 57-09, and report that a tour of the new Argus aircraft is a great motivational factor towards Maritime air Command.

On the weekend of the 22nd of August F/L Tommy Crawford launched his sixteen-foot schooner, the African Queen. Whether or not this fine ship will live up to its namesake remains to be seen; nevertheless, "great adventures are expected from this craft," and as they occur we will attempt to report them through the medium of *Voxair*. Perhaps we'll be able to originate a *Voxair* Danny Fortune (Crawford), and in lieu of the CF-105 we'll use a small version of the African Queen.

Before closing for this month, we wish to extend a sincere welcome to F/L Ron Lamont, who comes from CEPE Ottawa.

FLYING WING NEWS

Our high-paid help tells us that F/O's John Edward, Jim Burrill, and Barry Mawson are planning a trip to Jamaica in the near future, in fact, they expect to arrive on Barry's birthday. The word is that "Muscles" is buying a keg of rum to celebrate. Have a good time, boys!

We have three more "bods" who will be applying for marriage allowance in the near future (if they haven't already). F/O's Blair Deveau, Chuck Sava and Neill Macdougall have all taken the big step. Next? Neill, the jovial Scot, took a really big step and travelled back "tae the banks o' the river Clyde" to tie the knot. We haven't heard as yet if he went "steerage" or stowed away.

Our big businessmen, F/O's Roy Smith and Doug Veale, have been busy this summer raking in the green stuff. It's not every swimming hole that gets a fly-past of 50 T-33's on opening day!

A sad sight in 10 Hangar last month, the return of 1444. Hamilton couldn't do anything with it either. "It's all fixed up now, boys."

It won't be long now before the summer "rush" is over, then we can all get set for the winter "rush." Just visualize that vast expanse of beautiful snow-covered prairie, no CB's, but 25 below and a 30 knot wind from the north-west, Gad!

Apparently the boys in "A" Flight Expeditors decided they required more atmosphere in their Pilots' Room, it is now a delicate powder blue with dark blue trim—so restful.

We must apologize for a lack of news from Dakota and AI Squadrons. Our correspondents—F/O Bearisto from Daks and F/O Keating from AI—had very little time to prepare material but we are expecting big things next month. Until then, "check your gear down and locked."

ELECTRONICS GROUND SECTION NEWS

By LARRY MYKYTIUK

With this mad rush of transfers, etc., it has been difficult, for a while, to keep track of the people in this section who actually were on strength, but things have settled down now and we find ourselves with five new people.

The new o.i.c. is F/L Bob Coulter—formerly of 406 Sqn. Aux. Support Section, Saskatoon. He is rapidly learning the fine art of reading programming time tables and juggling lecture assignments.

With a "No Vacancy" sign on Gumbo Gulch, Bob will remain "single" until he finds a place for his family and himself.

The other new members: Gord Duguid—reported some time ago, but now on leave; Ken Smythe—reported and working; Sandy Saunders—"not yet reported." The four are all recent graduates of SORI. Welcome, gentlemen, to the section and also "welcome" to their wives and families.

F/L Duke Verhelst has been assigned to Exam Centre and John Boulet has taken over the direction of 5806.

The Brothers Pulfer are on leave and Tovarisch Tompkins is thinking of starting a revolution with the B.J.'s.

Dick Maenni is still getting fourthirty lectures and Wally Chitra is still a Flying Officer.

Larry Mykytiuk has written his last report (for a while) and, commencing 2nd Sept., he's going "back to the books" on 34 SONI course.

SOLUTION TO CROSSWORD PUZZLE ON PAGE 41

ACROSS		DOWN	
1 Flit	38 Artisan	1 Flag	31 Ano
5 Step	40 Stomato	2 Lulu	33 Payday
9 Model	41 Peachy	3 Inamorata	35 Marinated
14 Luna	42 Die	4 Tab	36 Aten
15 Iota	43 Ares	5 Sisal	37 Last
16 Above	44 Kedges	6 Tots	39 She
17 Alabaster	46 Stint	7 Etesian	40 Sis
19 Liven	47 Pray	8 Parang	42 Delaine
20 Gum	50 Ail	9 Mall	45 Girder
21 Wassail	51 Ikon	10 Obi	46 Skye
23 End	52 Rig	11 Dover	47 Praam
24 Opal	53 Tyranny	12 Event	48 Ridge
26 Inn	55 Aha	13 Lands	49 Agora
27 Arts	58 Adobe	18 Away	51 Inlet
28 Spray	60 Dialectic	22 Inmate	53 Tees
30 Gagman	62 Agree	25 Panicky	54 Nats
32 Loan	63 Ente	28 Slap	56 Hire
33 Pun	64 Here	29 Pore	57 Aces
34 Animal	65 Means	30 Gun	59 Ben
	66 Rest		61 Chi
	67 Ides		

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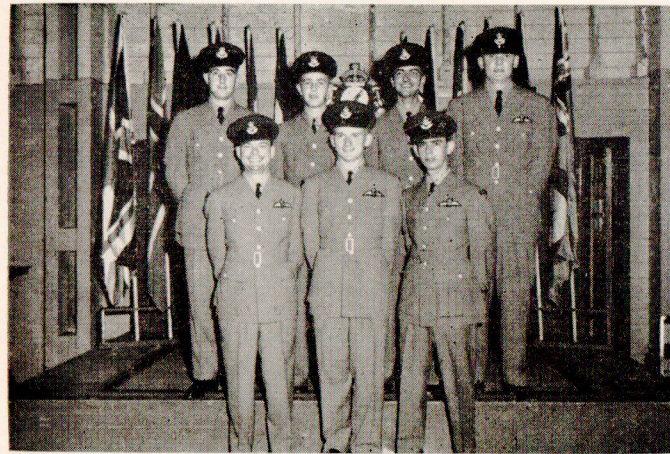
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Rear L to R, F/O R. F. Robertson, J. G. McCarthy, K. Ujimote, E. Eames
(Course Director), C. L. Matheson, P. J. Toza. Front L to R, F/O B. Wood-
son, F/O G. D. Ferguson, (Honour Grad), F/O C. G. Maxwell. (Missing:
F/O W. P. Morrison.)

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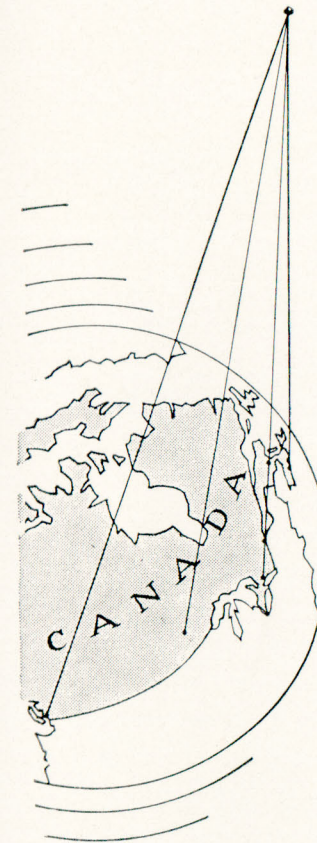


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