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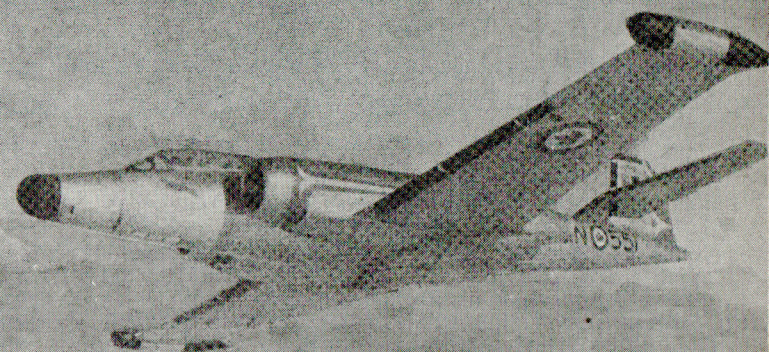
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AN AIRFORCE NEWSMAGAZINE

VOLUME 8, No. 4

APRIL, 1959

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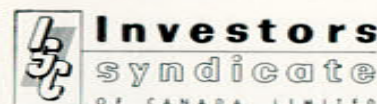
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EDITORIAL CORNER

Slow Down For Your Sake

Elsewhere in this issue, our readers will find a reprinted appeal to motorists for caution where children are concerned. It is an emotional appeal, directed primarily at the conscience of the motorist. We would like, here and now, to supplement this appeal with one slightly different in approach.

Not because an appeal to conscience lacks validity. A responsible adult can be reached by such an approach. But there are others who must be tackled differently. There are those of little imagination and foresight. There are the pre-occupied ones. And there are the self-centered types. To this last group, most issues are decided on the overriding question of self-interest. Why Me?

Here's why—The cost of the reckless driver's recklessness may be paid for largely by a killed or injured child, but it is not paid for in full. Not by a long shot. The driver himself will pay, actually and materially and he will pay dearly. He may find himself on trial for manslaughter. He may find himself in jail. It is extremely probable that the financial consequences of his action will be with him for the rest of his life. The reckless driver, before indulging himself, should remember that the pedestrian is nearly always right in the eyes of the law. He should remember also, that children are not judged responsible for their actions. He has a practically non-existent chance of avoiding the most serious consequences for his action. Motor manslaughter for instance carries a possible penalty of five years in prison.

Humanitarian reasons for being careful in residential areas should be enough to keep the driver's foot light on the gas. But we feel that to a certain group, the other reasons cited above may be even more compelling. For these the penalties and provisions of the Highway Traffic Act and the Criminal Code should make inspirational reading. For the others the appeal to conscience should be enough.

COVER STORY

RCAF — 35 YEARS

The Vickers Vedette and the CF-100 symbolize the old and the new in this composite photograph. The Vedette was the first Service a/c designed and built in Canada. A model was tested in the wind tunnel at the University of Toronto around 1924,—the first model to be so tested in Canada. The CF-100 (who ever calls it the Canuck?) was also wholly developed in Canada,—is now in service with the RCAF and the Belgian Air Force.

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By RON BAYNES

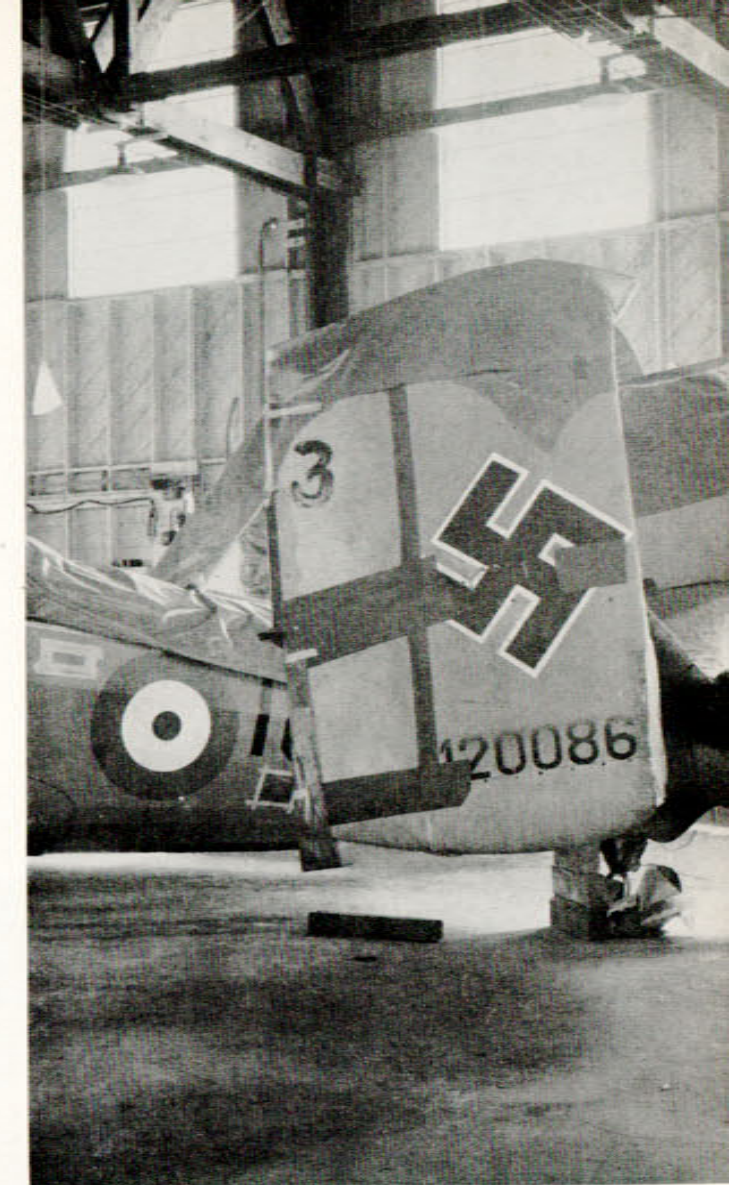


TWELVE miles North of Brandon, solitary in the prairie farmland, surrounded by the flattened foundations of long-departed buildings stands the hangar at Chater. Within it, in the shape of numerous air frames and aero engines, is contained much of the history of the RCAF, since 1939 .

Chater, once a detachment of the parent unit at Brandon (also closed), is a period piece. The period is the early forties, the time of the British Commonwealth Air Training Plan, which produced 131,533 trained aircrew in five years. The prairie sky was the class-room and Chater's little hangar played its part. But now there is a deserted, almost ghost town atmosphere to the place, accentuated by the emptiness of the surrounding prairies. The hangar with its shuttered tower, stands high above the water streaked asphalt tarmac and its two desolate runways, and apart from the occasional farmhouse, only a line of telephone poles interrupts the view across the prairie to a line of lowlying blue hills on the horizon. A sentry box, with peeling sides and a rusting roof, stands at the gate. This is all that remains of the once busy detachment. The access roads and the hangar are in good condition, but the silence gives the impression of history re-entered.

Inside the hangar, cocooned, are aircraft which played a part, in one way or another in the development of the RCAF, since 1939. The aircraft of the RCAF's wartime opponents, the Luftwaffe, are also represented. All are stored here against the day when an aircraft museum may some day be built to exhibit them to the public.

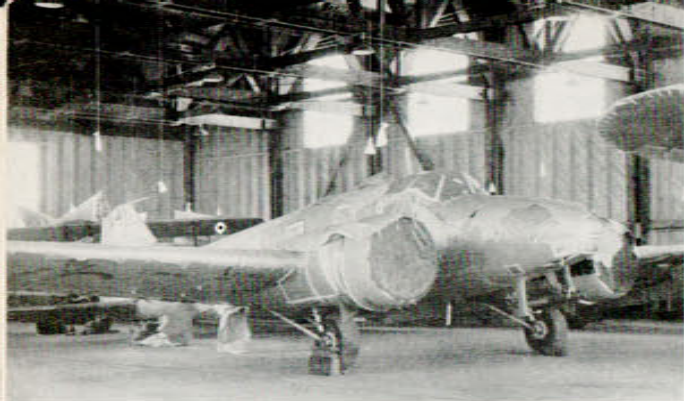
The Swastika is on the tail of a Henschel Volksturm.



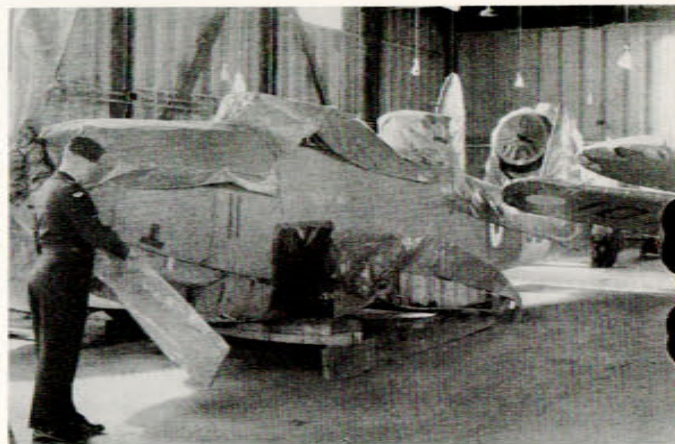
Photos by
SGT. DON ASKETT

Though cocooned for the most part, the aircraft silhouettes and the visible portions, reveal these as members of a different aircraft generation. Here is a Fairey Battle bomber, used extensively in the early days as bombing trainer, and briefly as an operational bomber too, still painted yellow, its rear turret humping up under its covering, its cockpit still in immaculate condition.

(Concluded on page 7)

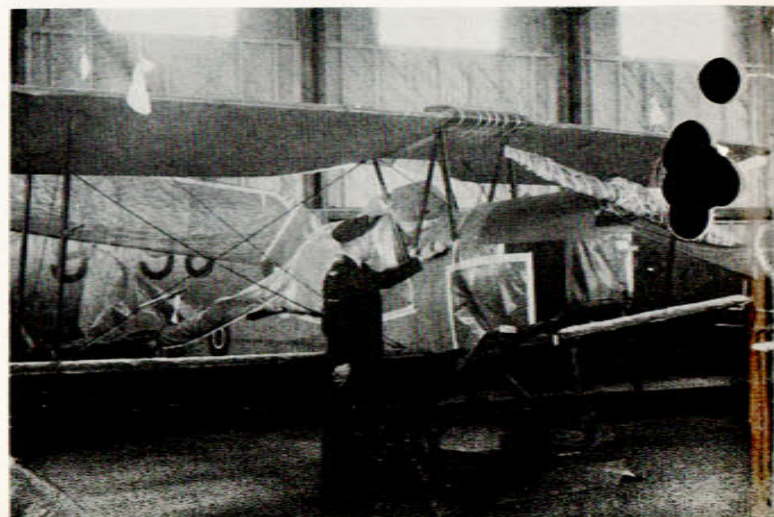


Top Left: The faithful Anson saw service as a trainer for most of the War, also was used operationally on coastal duty by the RCAF. Top Right: It's turret humped under the wraps, a Fairey Battle rests on its laurels. Best known as a bombing trainer and drogue, the Battle built up a brief operational history with the RAF in the early days of the War, notably over Dunkirk.



Bottom Right: Well known to the fledgling fliers of the era — the Tiger Moth — a widely-used elementary trainer — it replaced the AV 504, — was itself replaced by the Cornell.

Bottom Left: Comparatively recent addition is this Otter — still bearing the insignia of 121 C & R.



(Concluded from page 5)

And over here, a Kitty Hawk, flimsy and fragile by comparison with the whistling interceptors of the day, but an ancestor nevertheless. A Mosquito—still shapely and pleasing to the eye, queen of the German skies in '44 and '45, and indeed still operational in civilian capacities. And in another part of the hangar, the Germans—a Messerschmidt 109 still bearing the Swastika and the white-edged black cross of the Nazi regime. Propped high on its stilt-like undercarriage, devoid of wings a Hansa, army cooperation aircraft of the time, — and still familiar to many, the sedate lines of the venerable Anson.

A touch of the future is contained here in a vaguely torpedo-like airframe with a flattened manta-ray under-surface and no undercarriage at all. This is the Me 163 "Comet," a target defence rocket plane, which the Germans, towards the end used for target defense. The figures, 625 mph,

climbing rate: 30,000 ft. per minute still sound respectable.

But airframes are only one part of Chater's souvenirs. Aero engines are stored here too, including German Junkers, Italian Alfas, French twin-row radials, American Menascos and others.

The aircraft are well-preserved and show evidence of careful and well-conceived storage procedures. Every precaution seems to have been taken, including poison traps for inquisitive birds, to ensure that these irreplaceable mementos are preserved. This is necessary and is worthwhile. One need only remember that most World War Aircraft survive only in photographs, to see how easily history disappears without a trace.

Perhaps some of Chater's aircraft are still too recent, too fresh in memory, to have acquired the legendary sheen of the true museum exhibit. But time passes quickly and to a new generation names like Kitty Hawk, Mosquito, and Messerschmidt will sound distant and symbolic of an era, like the Sopwith Camel and the Silver Dart.



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WILBERFORCE: —

the otter with the aeronautical bent

By S/L NORMAN EMMOTT

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Once upon a time there lived an Otter called Wilberforce who became Chief Design Engineer of Red Devil-Hand Aircraft Limited.

Wilberforce lived on the bank of a clear, limpid Canadian Lake. He earned his living in the fish business, and since he led an outdoor life, he should have been happy. Unfortunately, his wife Brunhilda was not satisfied with his position.

When he would bring her a trout, she would say, "What! Trout again! Why can't you bring home something else for a change? I should have known better instead of falling for that great line of promises you gave me. Look at my neighbor, Ermitrude—she wears mink all the year round while all I have is the same old coat I got for myself before I was married. I've told you and told you that if you would only stir yourself you could go out and make a living that would be in keeping with the tradition of my family, but all you do is make excuses. That's all I get from you—excuses. It makes me so mad I could just die. And another thing — — —."

Wilberforce could see no way out of his difficulty since he knew nothing about anything but fish. One day, as he was swimming about in the lake worrying about his predicament, an aircraft belonging to 111 KU landed nearby. Wilberforce swam over and said, "What kind of a creature is this?"

The Captain of the aircraft immediately answered, "This is a DeHavilland Otter."

Wilberforce snorted derisively, "If that is an Otter," he said, "I'm a hippopotamus. It's proportions are entirely wrong for an Otter."

The Captain of the aircraft who had been carefully briefed on Public Relations and how to handle such queries said, "I appreciate your comments but I recommend that they be brought directly to the attention of the DeHavilland Company."

Wilberforce swam away thinking deeply. He caught a trout for his lunch and as he lay floating on his back to eat it he saw a Sabre aircraft flying overhead. He saw at once that the shape of the fuselage of the Sabre resembled very closely that of a trout.

"Ah-ha" said Wilberforce to himself, "I will design an aircraft myself."

He immediately dived into the water and caught a salmon. First he made a drawing of the side view of the salmon, then of the end view and finally of the top view. He sliced the salmon carefully and made exact drawings of each slice, increasing the scale by a factor of 42.37 to 1. He then obtained a copy of Inman's Mathematical Tables and copied out pages 938 to 995, after which he prepared a letter as follows:

"General Manager, Red Devil-Hand Aircraft Co.—Attached are the engineering drawings of revolutionary new aircraft which I have prepared. The detailed mathematical calculations surrounding this aircraft are attached as Appendix "A."

He then attached the copies of the Mathematic Tables as Appendix "A." His next task was to find a name for his creation. He did this by naming it the SALMON aircraft. He signed letters Wilberforce A.N. Otter and caught the next train to Toronto.

Needless to say, the Red Devil-Hand Aircraft Company accepted Wilberforce's designs immediately and hired him as Chief Design Engineer. Since no one in the Management Department of the Company knew anything about Mathematics, they accepted his Appendix "A" without questions, and since of the engineers, those who could read blueprints could not read English and those who could read English could not read blueprints, Wilberforce experienced no criticism from this quarter.

The aircraft proved extremely successful, and although nobody understood at first the reason for the small fins on top of the fuselage, the flight test went off perfectly. One of the engineers, after the first flight, stated that the name SALMON was particularly suitable since the salmon was designed for a higher Reynolds number than the average aircraft. Everybody clapped loudly on hearing this, particularly those who did not know what a Reynolds number was, since they were well aware that the less one knows about a subject the more noise one should make about it. A large number of

these aircraft were sold to foreign governments, after Wilberforce had checked the morning newspaper to make sure that the countries in question were still our allies; and after they had proved successful in Cochin China and South Western Tasmania, some were even bought for use in Canada.

A bonus of \$23,817.18 was voted to Wilberforce and he was presented with the Alexander-the-Great award for meritorious service to the aircraft industry. He brought his wife to Toronto where she attracted much favorable comment for the excellent fit of her fur coat.

The SALMON aircraft proved so successful that Wilberforce was called upon to design a successor. He plunged into Lake Ontario and pulled out a sturgeon, which he used as the basis for his next drawings. This aircraft, which was named the STURGEON aircraft (after a Canada-wide name-the-aircraft contest) proved a worthy successor to the SALMON. Subsequent aircraft which also achieved world fame such as the NORTHERN PIKE, and the CATFISH (designed especially to carry radio antennas) culminated in the world shaking Red Devil-Hand SUCKER.

Wilberforce, however, could not stand prosperity. He spent most of his salary on fish with the result that he became so fat that when he dived into the water he popped up to the top like a cork and could not catch raw materials for his great designs.

Before long word got around that he was only a flash in the pan and that the Red Devil-Hand Aircraft Company was on the skids. Wilberforce grew snicky. He could not force himself to stop eating fish and thereby reduce his weight to a degree where he would be able to dive underwater and catch fish, and because he specialized in fish, that was all he knew.

He held the Company together for a 6-month period while he designed a torpedo which was shaped exactly like an electric eel and he was able to stave off bankruptcy for a further three months

while he designed an automobile which was shaped exactly like a flounder. This automobile attracted a great deal of favorable comment because of the excellent design of its tail fins. However, at last he was completely out of ideas. He saw the bread line (or, in his case, the fish line) staring him in the face. Despondently, he walked through the assembly line of the Red Devil-Hand Aircraft Company when one day he overheard a conversation.

"I think Wilberforce is for the high-jump" one of the employees said. "The Board of Directors thinks there is something fishy about the way he designs aircraft."

"That is right," said a second man. "Personally, I think his fish is fried. I hear that he states that he has been in the aircraft design business for a long time, but in my opinion that is a very fishy tale also."

The two words "fishy tale" struck Wilberforce like a bolt of lightning. Without delay, he rushed back into his office and designed an aircraft which was propelled through the air neither by conventional propellers nor by jets but by means of wagging its tail like a fish. This method of propulsion proved to be an outstanding success. It did cause, however, a revolutionary change in Company policy. Instead of naming his aircraft after fish it was necessary to name this aircraft the "Wag Tail," and since that day, aircraft made by the Red Devil-Hand Aircraft Company have all been named after birds. Since Wilberforce knew nothing about birds, he was forced to resign and live on his pension.

There has since been talk of appointing Wilberforce to the position of Lieutenant-Governor of Manitoba. Wilberforce, however, refused the honor. Since his entry into the Engineering world he has developed an inordinate taste for lobsters and he has therefore decided to take up residence on the East coast closer to the source of supply.

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By RON BAYNES

AC2 Urgo took down the section copy of CAP 488 from its place on the bookshelf and opened it carefully at Chapter 3, part II, — "Compliments indoors in public places." Urgo's service (four months and two days) was short but his ambition was great. Coupled with this drive was an intense and recurrent horror of some day doing the wrong thing, of publicly, (on parade perhaps) committing some faux pas, which would reveal him to his comrades and superiors as an inexperienced rookie. Urgo had therefore embarked on a five year plan at the end of which, he hoped to know every rule in the book. Whenever the opportunity presented itself, he would curl up contentedly among the CAP's and soothe himself with selected paragraphs and sub-paragraphs. Urgo's lips moved silently and his issue glasses flashed as he peered at the neatly typed page:

23 When an airman is walking with an officer, the following rules apply:

(a) When an airman salutes the officer, only the airman returns the salute. You do not salute. The airman is saluting the officer.

(Urgo permitted himself a superior little smile. This was fundamental stuff.)

(b) When another officer salutes the officer you are with, only the officer returns the salute. You do not salute. The officer is saluting the officer you are with.

(Urgo's issue glasses slid down his nose. He frowned and readjusted them.)

(c) When the officer you are with meets another officer of equal rank, the officer you are with will not salute him and as you are in the company it is not necessary for you to salute.

(Urgo frowned, trying to visualize it all. His breath came harder. With trembling hands he smoothed the page and read on.)

(d) When the officer you are with meets another officer who is of senior rank to him and the officer salutes him, you will salute. Remember, each time the officer you are with salutes another officer you will salute and when the officer is returning a salute of someone junior to him who has saluted him you will not salute.

CAP 488 slid with a thud from Urgo's lifeless fingers. All his care-

fully laid plans for a future free of public embarrassment, made secure by a knowledge of all the rules, seemed to disintegrate around him. He stared with horror into a future filled with nightmarish episodes in which he, Urgo, accompanied by the inexorable figure of the Officer He Was With, threaded his tortured way through endless crowds of other officers of senior, equal and junior rank, all shuffled and assorted in confusing combinations, all waiting for Urgo to make a wrong move, all posing a new problem. And what if some officer he failed to salute did not notice that Urgo was in the company of the Officer He Was With? — Worse still — what if the Officer He Was With should not admit his companionship — what would become of him then?

Urgo shuddered. "Urgo" said F/O Popli, his OC rising from his desk. "I have a little chore for you, up the road. We'll walk." He stopped and peered thoughtfully at Urgo.

"Something wrong, Urgo?" Urgo rose with ashen face. "With your permission Sir," he whispered — "You go on ahead — I'll follow."

SWIMMING, PICNICS !!

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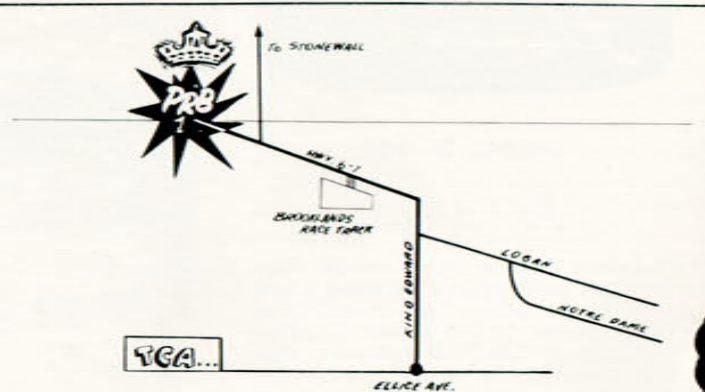
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**F/L
"PETE" BROWN**

THE job of maintaining contact and preserving a happy relationship with the public, via press, radio and other channels of communication, is an important one in any contemporary organization, including the RCAF. F/L P. S. (Pete) Brown, Staff Officer Public Relations at 14 Training Group Headquarters in Winnipeg, is entrusted with Public Relations responsibility for twelve units, — eight stations and four auxiliary formations.

Pete was born on the 9th of October in Lloydminster, Sask. and educated in Edmonton, Alta, which he calls his home town. Pete joined the RCAF in 1943 as a potential pilot. After completing his training at Vulcan, Alta. in May 1944

he served as a pilot overseas. At the end of the war, leaving the service, he chose to improve his education and enrolled at the University of Alberta. He graduated with a B.Sc. degree, Chem Eng. and in 1950 returned to the RCAF.

Since then Pete has served in various capacities, — mostly at Western units. He flew with 435 Squadron, Edmonton, "K" Flight (TCA), Edmonton, 403 Squadron RSS, Edmonton — and as an instructor at 1 FTS Centralia and 1 AFS Saskatoon.

He became involved with his present work at Station Saskatoon where he served as unit Public Relations Officer, before coming to Winnipeg.

F/L Brown is a graduate of the

US Army School of Information at Fort Slocum New York, at which RCAF Public Relations personnel prepare for their exacting duties. Lasting nine weeks the course conducted on a concentrated schedule in which there were over 50 graded projects and exams. The course included classes in photography, public speaking and radio writing. It also includes tours of movie and television studios and in general prepares the graduate for any PR problems he may encounter in the field.

Pete is married to the former Geraldine Fitzgerald of Edmonton, Alta. They have three children, Chris (5), Laurel (4) and Kim (2½). His hobbies include Photography and Science Fiction.



Photo Section

**CPL.
DON STRATH**

DON Strath's career, both Service and civilian seems to indicate that two areas have played a prominent part in his life, Manitoba and the Yukon area. Since re-joining the RCAF ten years ago, he has been stationed at two units, — Winnipeg and Whitehorse — and the trend extends to his pre-service history.

Don was born in the Windy City in October 1923 and moved to Neepawa when he was seven. He was educated in Neepawa and in 1941, joined the RCAF at Winnipeg. Don's ambition at the time was to be a pilot. He finished Manning at Lachine, pre-flight training at the Victoriaville, Que. ITS and proceeded to Windsor Mills for elementary flying training.

It was here that Don discovered a weakness in landings which required him to change his occupation. He went to Trenton in October 1942, and on to Calgary for the Wireless Air Gunner Course at Number Two Wireless School. It was a happy choice, and he has been associated with telecommunications ever since. Don completed his training at Paulson, Manitoba, graduating in July 1943, as a Sgt.

After a spell of staff duty at AOS Portage and at 9 AOS St. Johns, Don left for England in March of 1944, where he joined the Canadian 6 Bomber Group in Yorkshire as a WAG in 413 Squadron. He completed 16 trips with 431 before the war ended in

May '45. Don remained in the interim force until March 1946. Until this time he was engaged in the ferrying of troops from Italy to England. Returning to Canada in March, Don found himself back in Winnipeg again, this time at Release Depot.

The choice of a career now presented itself, and Don, who had become interested in Radio, decided to qualify himself for his Ticket, the official credential of a qualified Radio Operator. He went to Calgary, his father's hometown, and studied for seven months at the Institute of Technology and Art. He received his second class ticket and joined the Department

(Concluded on page 32)

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HOW TO TAKE BETTER PICTURES!

The Benefit of Camera Clubs



A camera club be it large or small, formal or informal, gives the photo enthusiast a chance to make friends and have fun with people who speak the universal language of photography.

A camera club is the place for the enthusiastic amateur to meet and discuss idea, criticize work, promote fellowship, foster exhibitions, and develop photography as a hobby.

If there are no clubs in your vicinity, it is not difficult to form one.

The primary step, of course, is to get together a group of avid amateurs, or persons interested in adopting photography as a pastime. The group undertaking the organization should decide on a date and meeting place for the preliminary meeting and invite other interested persons. The one who heads the organizing group can serve as temporary chairman.

The first meeting will, of necessity, consist mostly of organization business. Parliamentary procedure may be followed from the start, or the meetings

may be conducted in an informal manner.

A president should be elected. This office should be filled by one who has proved his skill at amateur photography and who has expressed his interest in the promotion of such work. It shouldn't be just an honorary position — the man of good judgment who has some knowledge of business procedure should be chosen. A vice-president, secretary, and treasurer should also be elected.

The first action of a new camera club should be to obtain a definite meeting place and permanent headquarters. While some clubs meet in the homes of members, this as a rule is not very satisfactory and should not be considered a permanent procedure. The club's permanent quarters, for example, should provide one or more darkrooms for use of members.



"I know it's Spring—but he was like that all winter, too!"

Among the principal activities of the club are the various types of photographic competitions and exhibitions. Therefore, a program committee is very important.

Another important item to be considered is that of finance. A budget committee should be formed either before or right after organizing. This com-

mittee should estimate probable expenses so that the membership fees and other income will pay the expenses. The budget committee will have to work closely with the program committee to determine

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what the club activities are to be and what expenses will be involved.

Once established, your group might want to consider various community projects as a regular part of its program. Local schools might be helped in establishing their own clubs. Hospital patients can be entertained with your exhibits or even helped to develop their own skill as photographers through your efforts.

The most vital thing, however, is that a camera club, formal or informal, with 10 members or 100 members, gives the photo enthusiast a chance to make friends and have fun with people who speak the same language . . . the international language of photography.

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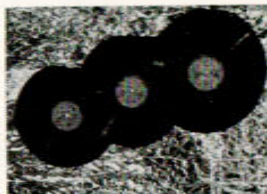
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VOXAIR VIXEN

Lovely Paramount Star, Tina Louise is one of the current crop of up-and-coming Hollywood actresses. She got her start in the Broadway production of "Lil Abner."

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Voxair Vixen

Tina Louise

Courtesy
 Paramount Studios

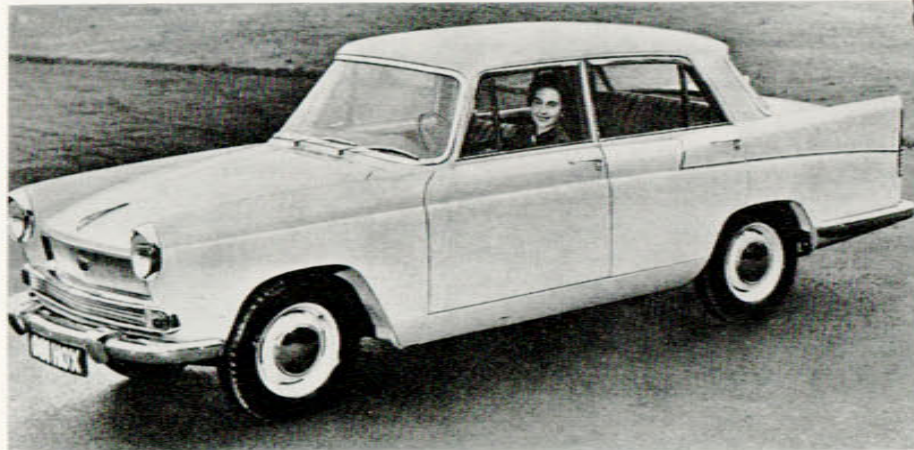
AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

AUSTIN A-55



Another new model has emerged from the sprawling BMC plant in England, following on the heels of the A-40, and the Wolseley 16/60. This time it's the new Austin A-55. A further addition is due out next month—could be the MG Magnette.

Pinin Farina is the designer. The result, in my opinion, is a great improvement. Mechanically there are not too many changes. The engine power goes up 2 bhp, to 53. A new exhaust manifold provides freer flow of gas. The new PD type SU fuel pump is used, mounted beside the tank. The

cars weight increases by over 100 lbs. Unitized construction of body and chassis is utilized. Engine and front suspension are bolted on by four attachments to the front extension of the body structure. Hand brake is on the floor beside the driver on the outside of his seat. The gear shift goes back to the floor in the form of a sportscar-like handle and knob. Steering wheel gearshifts are available if desired.

The lines bear similarities to the A-40 and the new Wolseley 15/60. Predominant fins show up in the rear and wraparound windshields are on

both front and back windows. Front end treatment is neat and shows imaginative designing. An enormous trunk, of 19 cubic feet capacity, gives lots of room for the family man. Anti children locks are on both rear doors. The heating system becomes North American with the fitting of the new Smiths 3.9 KW heating unit. Interior dimensions are all a few inches larger. Seat material and design is improved for comfort. Price of the car in Canada goes up about \$100. Equipped, the car should be on the road in Ontario for under \$2,000. Deliveries will start in the spring.

SMALL CAR SALES

Studebaker has sold more cars this year so far than they did in the whole of the 1958 model year. Production has been doubled in the States, and Canadian production is being increased a further 50% this week. This car was taken from the drawing board to the show room in a mere nine months. There are the advantages of the small manufacturer. Admittedly, they did use some of the old dies, but essential-

ly all the basic processes were gone through. In the styling department only were employed one chief, three artist designers, and six clay modellers. A single man was responsible for each item of chassis and body—drawing up specs, prototyping, and integrating with production. In the bigger companies each of these items would have had to pass through as many as fifteen to twenty hands.

Rambler, the other small U.S. entry in the car stakes, has upped 1959 production a further 50% over 1958, which in itself was 100% over 1957.

Ford are now planning to release their small fry in late summer. Like-

wise with Chrysler and Chevrolet. Chrysler's car will look almost like an imported European sports car. Chevrolet's, has the rear aluminium engine we mentioned in an earlier issue. Chev' engineers have discovered that, for this year anyway, they cannot get enough heat from this air cooled motor to satisfy us in the frozen North, and so have had to resort to a gasoline powered heater. This is rumoured to fry any occupant if he feels so inclined. The company reason that the novelty of the car engine will more than offset the cost that is required to provide efficient heat. They are working hard on exhaust heating, but it'll take a while yet.

MONTE CARLO RALLY

France and England came through thousands of miles of sleet, slush, and snow with flying colours to take the main honours at this year's rally. The winner, a Citroen ID 19. Note that this was NOT a DS 19, the model with automatic gearbox which retails in Canada for around \$3,500. Whether this implies that the car with manual transmission and clutch is superior in snow condition would be interesting to know. Jaguar copped the team prize with a trio of 3.4's, close together and up near the front. A Sunbeam Rapier was the first British car home in fifth

spot. Those perennial female rallyists, Pat Moss and Ann Wisdom, won the ladies' prize in an Austin A-40. Unfortunately, the girls did not repeat their victory in the Canadian Winter Rally, a few weeks later, which saw them end up in a snow filled ditch.

SA INJECTORS

Advertisements have appeared in national newspapers of late urging the motoring public to switch over to surface discharge plugs instead of the normal old spark plug. Advantages claimed are, up to 31 more bhp, 8 m.p.g. extra, lifetime use, no cleaning, etc.

Theoretically they may be right. If so, the it'd be quite a boon to the car owner. Your motor editor is now in the process of attempting to verify those claims. Results will be passed on.

FOREIGN PRODUCTION

Britain produced more than a million cars in 1958, for the first time in her history. Moreover, over 50% of these were exported, 83,000 to Canada. Germany moved over the million mark in company with Britain, and also increased her exports. In the States, Germany has been overhauled at last by England as the prime exporter of cars, a position she lost in 1955.

Winnipeg Motor Products

In 4 years the largest Buick-Pontiac Dealer in Western Canada announce the opening of WMP USED CAR SUPERMARKET No. 2.

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Winnipeg Motor Products

"Growing wit

lake. Some large Pike have been taken here as well as many good size Pickerel.

Shoal Lake which lies to the south-east of the city is a good spot at any time and produces Pike, Pickerel, Perch and some Bass. This lake can be reached by rail only and one must get a ticket to take part in a club outing to this spot. Many Game and Fish branches sponsor derbies here every year with some of them offering cars, boats, motors, etc., as prizes. Of course the bigger the prizes the higher the tab for the outing.

Many more lakes and rivers could be added to this list but time and space will not permit. The purchase of a scale map from the Survey Branch will be a good investment and will show fine detail of various sections of the province. A fisherman new to the province would do well to obtain some of these and thus save himself time and endless hunting for some particular spot he has in mind.

Many of the personnel at Stn. Winnipeg are dedicated fishermen and are only too happy to give directions to a newcomer. This is of course the surest way to find a good fishing spot and if you are fortunate enough to team up with an "old timer" then you are well on the way to having a grand and glorious summer of Manitoba fishing.

Fishing is a great sport but as in everything else there are safety rules that must be observed. Be careful when around water and above all be careful when out in a boat.

Only a fool takes chances and why put a sucker on both ends of the line.

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FISHING

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Since the appearance of last month's column the Fisheries Branch has released the fishing regulations for 1959 and as promised there are some changes, not all as expected however.

As previously rumored, the licence fee has not been raised but remains at \$1.00 as in the past. There have been some changes in the dates and for some types of fish. The new dates are as follows.

First and most important to eager beaver anglers is the opening of the designated trout waters for

A-40, and the Wolseley 16/60. This time it's the new Austin A-55. A further addition is due out next month—could be the MG Magnette.

Pinin Farina is the designer. The result, in my opinion, is a great improvement. Mechanically there are not too many changes. The engine power goes up 2 bhp, to 53. A new exhaust manifold provides freer flow of gas. The new PD type SU fuel pump is used, mounted beside the tank. The

suspension are bolted attachments to the front body structure. Hand floor beside the drive of his seat. The gear to the floor in the fork-like handle and knot gearshifts are available.

The lines bear similarity to the new Wolseley dominant fins show and wraparound wind

Arctic Charr, Rainbow, Brown, Brook (Speckled) Trout and Splake. Designated waters open on April 15th to March 31st following and include: Aikens, Forbes, George, High, Mantario, West Hawk, Camp, Lyons, Lost, William, Diamond and Moosenose Pit lakes.

Roaring River south of Highway No. 10, Bowsman River west of Highway No. 10, Pine River west of Highway No. 10 and Birch River west of Highway No. 10.

Trout season in all other waters open May 16th and last until March 31st following.

Northern Pike, Pickerel, Sauger, Perch, Sheepshead (Silver Bass), Musky, Smallmouth and Largemouth Bass, Goldeye, Mooneye and Whitefish open May 16th and run through March 31st following. Biggest change in this list is the addition of the Small and Largemouth Bass. Until now the Bass season has opened on the first of July. As June is their main spawning month, we should now have excellent fishing for this husky scrapper. A lure coming anywhere near a male guarding a nest is sure to bring a smashing strike and they hit anything that moves at this particular time.

Unless we get drastic break in the weather it looks very much like the ice is still going to be on the lakes and rivers by the opening of the trout season. Even though the season opens you cannot go out at a designated lake and chop a hole through the ice and begin fishing. You must fish in open water so that means the ice has to be out at least around shore in order to have enough to wet a line in

WHAT'S WHERE

Several of the designated lakes are fairly easy to get into and also give some excellent fishing. Camp Lake is very good for Rainbows although you can catch all day and never get a rise. Hit at the right time after break-up however, this lake can and does produce some beautiful fish.

West Hawk lake has many species of fish which includes Speckled, Rainbow, Brown, Lake Trout and some Splake. This is the deepest known lake in Manitoba going to a maximum depth of 365 feet which gives plenty of cold water for the trout when the weather warms up. One very good reason to try your hand at early spring fishing at this spot.

Splake, which have been stocked in Hunt Lake, have taken quite well. Numerous catches have been reported over the past few months by parties fishing through the ice. I know of one party that came back with 6 and another that brought back 12. Pretty nice when you consider the fighting beauty of this new species. This fish was first cultured in 1955 and was produced by crossbreeding Lake Trout and Speckled Trout. Hunt was chosen as the best lake for the stocking program and as a result 7,457 fingerling fish were planted in 1955 and another 1,080 in 1956. More and recent plantings have proved satisfactory and the fish have now migrated to West Hawk lake and are providing sport there also.

George Lake is another that produces good Lake Trout, as well as Pike and Pickerel, and is not too difficult to get into. A drive to Pointe du Bois, a boat trip about a mile downriver, a half mile portage and there you are. They can be taken from shore early in the spring but a boat becomes a necessity later in the season. This lake is both deep and cold with a rocky bottom in most places. An ideal hiding place for this splendid fighter.

Although various kinds of baits and lures produce with trout, I have found that quite often a spinner and large fly trailing a worm will work when all else seems to fail. At other times a small hook with worm only and if at all possible no weight attached, will bring them up from the bottom. For these very light lures of course a spinning outfit is a must.

Spinning has become very popular over the past few years and for trout fishing it can't be beat. Small streams quite often require the delicate approach that only a fly rod can give, but on lakes and larger water the effortless casting and ability to use small lures pays off with spinning.

To get away from the aspects of trout fishing and into the larger field of our sport fishing we find the Pike, Pickerel, Perch and Bass heading the list. Pike and Perch abound in most of our lakes and Pickerel and Bass are quite plentiful if the right spot is located.

The Big Whiteshell lake can give some wonderful fishing for Pike, Pickerel, Perch and Tullibee. Probably best is the Pike and Pickerel fishing as this large lake is best suited for this type of fish.

From Big Whiteshell the fisherman can make a short portage over to the Crowduck Lake and here find some really wonderful fishing for Northern Pike. Do not make the mistake that a lot of fellows have made when they went into this lake and think that you can handle anything with 8 pound test line. This lake has some really BIG fish and quite often smash a 15 and 20 pound outfit to bits. Just ask around the station and I think you will find that several chaps have already had that frustrating experience on this lake.

ION ALBUM

March was presentation month for winter sportsmen at Winnipeg. Here are some of the Kudoes and Winners.

F/L Oliver, Honorary President of

Good Bass fishing can be had north of Pointe du Bois in the Winnipeg river. Excellent catches are made here with some big fish being caught. This river also supplies good fishing for most species of our game fish but Bass fishing is scarce here in Manitoba and as a result the Winnipeg river has become noted for it's Bass fishing first and foremost.

Southern waters in the province supply good fishing for Pike, Pickerel and Perch. Perhaps the best of these for good consistent fishing is Pelican lake. Some large Pike have been taken here as well as many good size Pickerel.

Shoal Lake which lies to the south-east of the city is a good spot at any time and produces Pike, Pickerel, Perch and some Bass. This lake can be reached by rail only and one must get a ticket to take part in a club outing to this spot. Many Game and Fish branches sponsor derbies here every year with some of them offering cars, boats, motors, etc., as prizes. Of course the bigger the prizes the higher the tab for the outing.

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ly all the basic processes through. In the styling only were employed one designer, and six A single man was responsible for chassis and body specs, prototyping, and with production. In the companies each of these items had to pass through as many as twenty hands.

Rambler, the other small car in the car stakes, had production a further 50% which in itself was 100%

Ford are now planning their small fry in late

HUNTING

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PRESENTATION ALBUM

March was presentation month for winter sportsmen at Winnipeg. Here are some of the Kudos and Winners.



F/L Oliver, Honorary President of the Corporals' Mess presents the trophy to Cpl Tom Shannon, winning skip in the highly successful Corporal's Club Bonspiel.



Although Stn. Winnipeg's Buffaloes were defeated in the finals, their spirits were undampened as evidenced by this scene from the windup party. W/C Vinnicombe, Coach, presents the "Bow & Arrow" award to Goalie F/O Bantle.



THE WINNING TEAM
Front: Cpl. Jack Shannon, F/L Jack Oliver (Hon. POM), Cpl. Frank Binkus, Al Parsons, Cpl. "Red" Danielson, Cpl. Denis Gaudet.

NEWS



INTERNATIONAL FORMATION

A single formation composed of seven different national aircraft types flown by pilots of seven nationalities, was a highlight of the large scale NATO tenth anniversary fly-past staged by the Central Europe command over Mainz, Germany on April 4. Organization of this unit, which has just completed a three-day practice period at the USAF NATO Airbase at Bitburg, Germany marks the first occasion in the history of NATO that pilots of different NATO countries have flown together as a single team. Nations represented were Belgium, Canada, France, US, Britain, West Germany, and the Netherlands. The joint V-formation, which flashed over the parade ground at near sonic speed, and at an altitude of 1000 ft., followed by 112 other aircraft, broken into seven different national groups of 16 aircraft each. Aircraft included Belgian Netherlands and German F-84F thunderjets, Canadian Sabre 6s, and CF-100's, USAF F-00 super sabres, F-101 Voodoos and F-102 Delta Daggers, British Canberras and French Mysteres IV A's. The aircraft flew from their home NATO bases and assembled over the NATO airbase at Ramstein, Germany.

Scout Tommy Stankie, 230 Austin St., cuts the cake at the second birthday party of the First Winnipeg (Kinsmen) Scout Troop at RCAF Station Winnipeg recently. The troop, sponsored by St. Boniface - Norwood - St. Vital Kinsmen, is composed entirely of handicapped boys. Looking on are (left to right): Leading Aircraftsman Alf Frogley, scoutmaster of the 51st RCAF Troop, which gave the party; Scout Alan Manning, Scout Stanley Woodcock, and Assistant Scoutmaster H. Perron.

Nat. Def. Photo



Courtesy Lockheed Aircraft Co.

PAINT IS IMPORTANT ON PATROL! — Long-range F2V Neptune for the U.S. Navy sports a sleek new two-tone coat — white top, dark gray under-fuselage, wings and tail — to replace its former dark blue exterior. The reason: not style, but comfort. Now standard on Neptunes leaving Lockheed factories in Burbank, Calif., white paint atop the fuselage reflects the sun's rays to provide cooler crew quarters on long anti-submarine patrol flights.

DRIVERS, TAKE HEED!

If you don't do anything else today, please read this letter.

Dear Driver:

A few weeks ago, I saw a little girl struck by a car as she tried to cross the street. I saw a father race toward her and hold her to him as he struggled in the agony of death. I saw all the plans that had been made for her dashed and I saw the look of despair that came over his face. I could only offer a prayer that such a thing might never happen again.

Today my daughter, who is 6 years old, started off to school. Her cocker spaniel, whose name is Scoot, watched her leave and whined his belief in the folly of education.

Tonight we talked about school. She told me about the girl who sits in front of her, a girl with yellow curls, and about the boy across the aisle who makes faces; about the teacher who has eyes in the back of her head; about the trees in the school yard and the big girl who does not believe in Santa Claus.

We talked about a lot of things—amendously vital and unimportant things.

Now, as this is written, she is found asleep with her doll "Paddy" in her arms.

When her doll gets broken or her finger cut or her head gets bumped I can fix them. But when she starts across the street—then, Mr. Driver, she is in your hands.

Much as I wish I could, it's not possible for me to be with her all the time, I have to work to pay for her home, her clothes, her education.

So, Mr. Driver, please help me to look out for her. Please drive carefully. Please drive slowly past schools and at intersections. And please remember that sometimes children run from behind parked cars.

Please don't run over my little girl.

With deepest thanks for whatever you can do for her, I am

Very sincerely yours,

FATHER

This letter was written to the Elmira (N.Y.) Advertiser, which observes: "If any driver can resist its appeal, he has no business with a driver's licence."

WINDMILL BEAUTY

Lovely 18 year old Christine Fraser of Kenton appeared in the Christmas production of London's famous Windmill Theatre. Born at Bushey, Middlesex on October 1st, 1940, her home is now in Kenton. She was educated at the Belmont Secondary School, Kenton, and on leaving, became a solicitor's clerk before deciding to make the stage her career. After taking a three week course of lessons at the Peggy Bennett School of Dancing in Wembley, Christine applied to the Windmill for a job. Despite the fact that she had had so little training, she was engaged on the strength of her looks and personality. She made her stage debut at the Windmill in December 1956, and is now one of the most popular of the Windmill Girls. Her younger sister, Suzanne, is also a Windmill Girl.

—Courtesy Windmill Theatre.



Sally's Flowers

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243 PORTAGE AVENUE

A decidedly canine flavour descended on the Old Site's Drill Hall last March 6th when nearly seventy pooches reported for immunization parade in accordance with DRO's. The dogs, showing evidence of Service experience, lined up patiently and for the most part without complaint or incident for their needles, and Dr. Villa, Veterinary Surgeon was a busy man for about three hours. Administered and organized by the Housing Officer and the AFP, the program aimed at total immunization of PMQ, Rental Unit, and MDPR dogs. The program will continue, and immunization is compulsory. Cpl. Boreham, of the AFP, handled registration recording of the immunizations.



PHOTOS BY SGT. DON ASKETT

SABRINA FAIR

The station Drama Club is proud to announce that their last production for the season is now under way. The production of "Sabrina Fair" a comedy in four acts, by Samuel Taylor, went into rehearsal 20 March '59, and will be produced at the Drama Club Building, Sharpe Boulevard, on May 7-8-9, at 8.30 p.m.

This is director Charles Evan's last production with the club. He will be returning to the welcoming arms of the USAF somewhere around the early part of June. The USAF's gain will be Station Winnipeg's loss. Since arriving here less than two years ago Capt. Evans has put the Station Drama Club squarely on the Winnipeg Drama Map. He has given the Sta-

tion seven outstanding productions, each of which has been a success, not only at the box office, which is most important, but from the customers' point of view, which is even more important, and don't forget YOU are the customer and it is on your say so at the box office that the Drama Club is able to carry on and give you the kind of entertainment that you like.

"Sabrina Fair" is a sophisticated comedy about a young girl who has spent the last five years of her life at a finishing school in France, and is about to arrive home when the play opens. Her father is a chauffeur to a very wealthy Long Island family, and her arrival home as a 'Young woman of the World' sets off a piquant situation. Playing the name part is Donna Clark, last seen as the Secretary to 'The Man



The quite proper and very rich Larrabee family of Long Island! They're THE Larrabee Shipping, you know. Len James and Joy Tobin (seated) are the parents while sons (L) Pierre Verville and Doug Stewart are the offspring. Sabrina is out to get one of these very eligible bachelors and her tactics are somewhat unorthodox, to say the least.

Who Came To Dinner.' The family is named Larabee, and there are four of them. Maude Larabee is played by Joy Tobin, and her rather absent-minded husband, who has a penchant for funerals is Len James, last seen as the solicitor in "Detective Story." The two sons Linus and David are played by Pierre Verville and Doug Stewart, both long-standing members of the club. Francis Belver plays the part of the aging aunt of the family, and others in the strong cast include Edie McInnes, Jim Russell, Dot Cargill, Ernie Briggs, Gerry Stieda, Don Heinrich, and Barry Syrett.

This play was first produced in New York, in November 1953, and enjoyed a very long run.

Tickets will be obtainable from any member of the cast, the dry canteen, or at the Dominion Box Office, Portage East.



The fair Sabrina (Donna Clark) is undoubtedly the most attractive chauffeur's daughter we've seen for some time. The above picture was taken AFTER her return from living five years in Paris. BEFORE, she was a "sallow, dunn colored, little wisp who was always climbing trees. Some change, eh?"

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At a party held in the Officers Mess on the departure of F/L and Mrs. Bill Kendall (RAF), S/L B. Bayliss, centre, presented them with a silver tray from the Officers at RCAF Winnipeg. F/L Kendall was also the recipient of a "Mawdesley Hall" hat appropriately inscribed—Dean of Electronics. The Kendalls have returned to England after two years with AOS.

Photo—Stn. Photo Section

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BOOK SHELF

EXECUTION

(By C. McDougall) *Macmillan*

This is without doubt one of the finest books of its kind, dealing with soldiers in and out of battle,—in particular Canadian soldiers.

Briefly, "Execution" is the story of a small group of Canadian soldiers from a company of the 2nd Rifles (a mythical regiment activated from the Militia at the outbreak of war). Chief among the characters are Lieut. Adam the platoon commander, Sgt. Mitchell his platoon NCO, Brigadier Ian Kildare, the Brigade commander and Padre Doorn, the regimental padre. The fortunes of these men are followed closely throughout the story, and although other characters are painted in, they merely serve to highlight the main characters.

The story opens with Adam and his platoon about to attack an enemy stronghold in Sicily, held by Italian cavalry. Instantly the reader is carried forward by the attack and with a momentum that is startling, you are hurled into the maelstrom of emotions and excitement and pain that is war. From the attack on the Italians you are carried to the assault ships lying off the beaches and it is here that the reader is introduced to Kildare, a fabulous figure to his regiment; not a regular officer, but a man who holds his rank because he was pre-war CO of an almost non-existent militia unit known as the

"Scottish Borederers." He is detested by his equals in rank because of his eccentricity and above all because he has the ability to speak up and shatter the complacent theories of men who followed soldiering as a life-long profession. Here too on the assault ships we are introduced to Padre Doorn, a man who is to carry a burden in his heart and mind, who was a misfit among the men with whom he served, who went insane for a moment of time, marching toward the battlefield in Italy to hold parley with the Father, and carrying the Son of God in his pocket and yet who returned in compassion and love to the men in battle again.

Although the story is concerned with the execution of the enemy it deals with the execution of a friend. We met Rifleman Jones at the outset, a member of Adam's platoon, Jones the simpleton, the man who had no place in the Army, although he appeared to be the ideal soldier. This man whose mind had stayed as innocent as a child's is the unfortunate creature who is executed to satisfy the whims of a system, and the pressure of an ally. The tension builds, as Adam and the Padre aspire to find a means of halting the execution, and the scene is enhanced by the situations in which they find themselves and by the attitudes and actions of the people with whom they have to deal.

We are given intimate sketches

of other members of the group. The Company commander, Major Bazin, a likeable progressive type, content with his lot, and long unconcerned with his military deficiencies. We meet Krasnick the Bren gunner, who shot Germans but wouldn't shoot horses, and we meet the quarrelsome number two on his Bren gun, Ewart.

All through the story, the theme of execution is apparent from the battle scenes which are precisely detailed, to the farmyard execution of two stray Italians, hangers-on with the Canadians, who adopt them as one adopts a stray dog, but later shot as one would shoot a stray dog, to satisfy a battle order. It is concerned with the execution of Man himself and through the mouths of the characters, the reader perhaps will see and recognise it as the prime evil, as they do. It is man's fate to participate in execution, but at the same time to struggle against it in an endeavour to find meaning and justification.

Here Bazin speaks in a moment of truth, "Perhaps it is Man's plight to acquiesce . . . recognising execution as the evil may be victory of a sort. Struggling against it is the closest man ever comes to victory." Or Adam, searching for a counter-force, something to restore meaning to life, speaks to an Italian prostitute. "Listen to me . . . Ti amo—I love you."

In the end there is calm of mind, all passion spent. Each one has found his destiny.

This book is divided into several planes, one of them a gripping series of narratives of war, told with startling clarity and compassion. On another it is a statement of the human predicament and an offer of its resolution.

For the reader who is serious, yet is able to encompass a book that is newly exciting with every page, this is a strong recommendation.—F/O E. D. TIEMAN.

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SAM DIAMOND

SECTION NEWS

YE OLDE CROWBAR HOTEL

The accompanying photograph shows our lone female AFP here at Station Winnipeg.

She is, of course, our own AW1. MARION RYNN, recently arrived from Station Aylmer, Ontario, where she attended the Basic Police Course. Incidentally, she is yet another Honour student.



She being the only airwoman here at the guard house, we feel she warrants a little space all to herself.

Marion hails from Toronto—a suburb of Scarborough is it not?—and was a member of the Reserve before joining the Regular force.

Since arriving here she has settled in and appears not one little bit concerned at being cooped up in a guard-house full of male AFP.

One of her rather onerous tasks of late has been assisting in the compilation and maintenance of a complete record of all dogs—the four legged variety—owned by married personnel living in PMQ's, MDPR's and Rental Units here at Winnipeg.

The registration of said dogs is mandatory and was introduced in an

effort to minimize the risk of infection from rabid dogs.

To the inevitable 'grumblers' (surprising how we always have some of these when anything—but anything—is mandatory) the following pertinent facts might prove enlightening:

For instance—did you know that Rabies is 100 PER CENT FATAL to all mammals, including humans?

One dictionary defines Rabies as "A fatal infectious disease of the brain which occurs in all warm-blooded animals." (That would, of course, let several of us AFP out if some of the epithets we hear applied to our breed were true.)

The writer's limited research shows that records indicate that no man or animal has recovered from an attack of Rabies after the disease has reached the stage of showing symptoms. Rabies virus results very often in a complete reversal of character. Some animals, normally shy, like gophers or cows or deer, when rabid will actually attack quite fiercely.

A usually unfriendly dog, for example, may commence fawning, then suddenly bite savagely.

There are two types of Rabies 'Dumb' and 'Furious' and the terms are quite descriptive. In the former case the rabid animal becomes docile and listless and invariably dies very quickly. In the latter case the animal becomes violent and will attack anyone or anything in its path.

So—if you're inclined to grumble about having had to register your pet, and/or pay two bucks—Think on these things.

Seems that what started out to be a short 'something' about our pretty MISS RYNN turned out to be a short 'something' about Rabies.

Ah well, these things happen sometimes . . .

To go from the sublime to the 'Gor-Blimey'—frayed tempers and hopeful gleams to all that 'That time of year' is fast approaching once more. (No-not Spring—April FIRST—and I don't mean April Fool's Day either).

Some AFP—along with other trades—are awaiting THE DAY with the usual mixed feelings — trepidation,

anxiety, hope — apathy or what have you.

I heard a whisper that the AFP here plan to hold what they call a "Wake-bration" — a cross between a Wake and a Celebration, so that every one will be catered for.

(NOTE:—Contrary to rumours and cartoons in the Press, the Supply Section DO NOT have stocks of 'Upside-down Hooks' — all the 'hooks' they have are still the right way up.)

Well, as Alex Barris used to say — that's—30—for this time.

T. H. DARLING

AOS MORSE SECTION NEWS

Well another month has rolled around and winter is still here. Soon the bathing suit and fishing rod will appear and the mukluks and parkas disappear.

Since the last issue LAC DON TENNIER has been transferred to Fort Churchill (cancelled) Transferred Overseas (cancelled) Transferred to Lachine (cancelled). But—"Don" is getting married on the 11th of April just in case he gets a (TRANSFER)???? Sgt. BILL LONIE is also transferred to Metz France and expects to leave in May. (This should make a good stage). Bill is being replaced by Sgt. STEW LISHMAN who came from Whitehorse in February, spent 3 weeks touring BC and the Island with his lovely wife Joyce before arriving here at AOS. Welcome to Winnipeg Stew and Joyce.

Cpl. GREG MacDONALD left in the middle of March for Whitehorse. He reports the housing is good and everything is under control. It is very encouraging to these fellows who are tentatively transferred to Whitehorse also. Cpl's BENNY FORSBERG, LORNE KENNEDY — LAC's JOHN WHITCHER, ART RIPLEY, ERNIE CARRIER, FRANK PARKMAN. The orphan of the bunch is LAC JOHN ANDREWS who is transferred and reporting 2 April at Lachine.

That's the news up to date from here so we will see you next issue if I'm not transferred???

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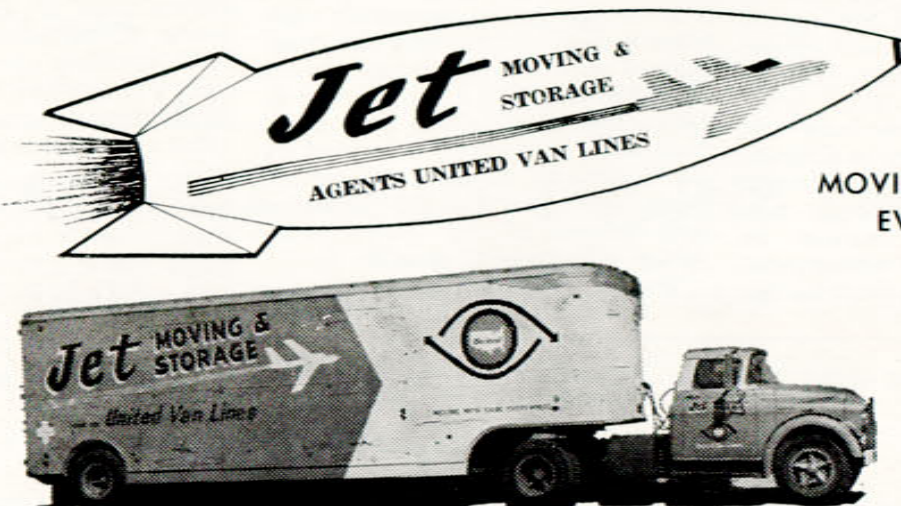
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F/O Freeman,
F/O Paire,
(Course Director) F/O Betts.
Missing from
picture F/O
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(Concluded from page 13)

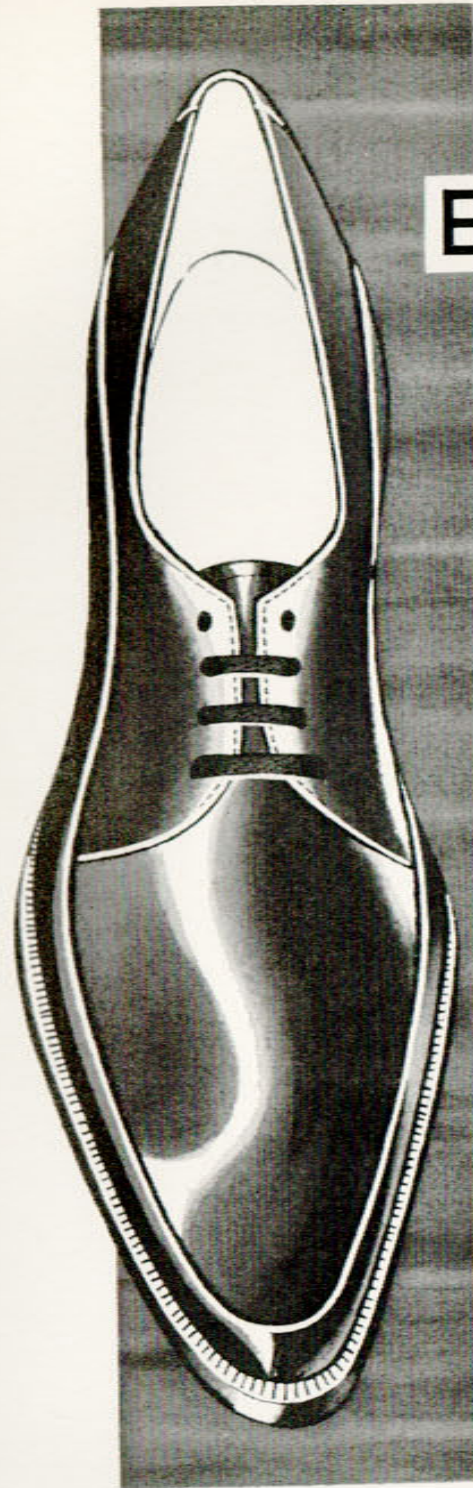
of Transport, as Radio Operator.

His first assignment was to Snag, a place which holds the dubious honour of having once registered the lowest temperature in North America. The Snag temperature is spoken of with respect, even by veteran Yukoners. Don says he missed the record-breaking, and the best Snag could show him during his stay was a mere seventy degrees below. Despite the temperature, Snag was enjoyable and Don now in charge of the DOT's Radio Range Station stayed there until 1948. While on leave from Snag, he was married to Miss Jerry Beaton, whom he had met in Calgary. The Straths' first home was at Snag, Cowley, Alta., west of Mcleod was his next assignment. In 1950, Don began to harken to the call of the recruiting posters and decided to pay the recruiting depot a visit. He liked what he heard and reenlisted as a Radio Operator. Inevitably, his first transfer was to Winnipeg where he worked at Station CHP until 1952, when the RCAF presented him with a travel warrant to his old stamping grounds — Whitehorse, YT.

Don spent four years in Whitehorse. During this time, an increasing interest in the technical side of telecom, brought him to the decision to remuster to the trade of Communications Technician (Ground). Transferred back to Winnipeg in 1956, Don is now employed in Station Ground Communications, engaged in the maintenance of Beacons, Automatic Direction Finding equipment, PA systems etc.

The Strath family, Don, Jerry and the kids, Cheryl, Heather, Penny, Michael and Cindy Lou, live in MDPR's. Don is active in curling, and as a hobby, Hi Fi occupies some of his spare time. Despite repetition, he is quite happy to be in Winnipeg, and hopes to stay awhile, which would seem to prove that you cant have too much of a good thing.

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