

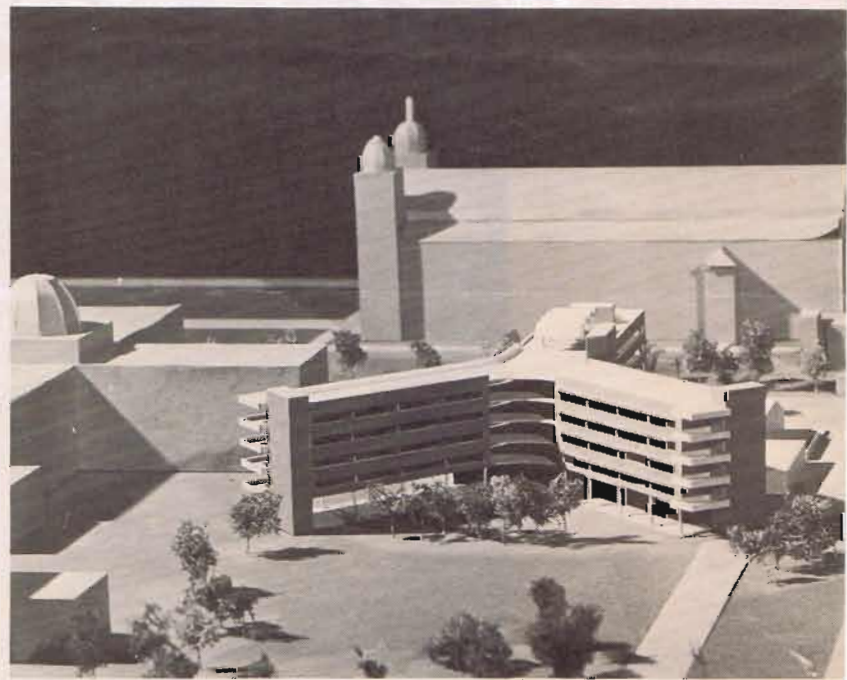
January, 1969

Western CONSTRUCTION and BUILDING

MANITOBA • N. W. ONTARIO • SASKATCHEWAN • ALBERTA • BRITISH COLUMBIA



The Standard Life Building, a 26-storey office building being built in Calgary at a cost of \$10 million. Architects are Webb, Zerafa, Menkes, with associate architect Anthony Henzell of Calgary. (Photo by Matthews Studio & Photo Lab.)



The new 200-bed Tache Nursing Centre, designed by Gaboury, Lussier, Sigurdson, Venables. Construction of the \$3 million centre in St. Boniface, Manitoba, will begin in 1969 with occupancy in 1970.



A Bell 47G4A, one of three owned by Lambair. Used mainly on hydro and highway surveys, the aircraft will carry two passengers or 700 pounds payload.

LAMBAIR

Developing Canada's Northland



Lambair main office at The Pas.



Doug Lamb — Director of Lambair.



This Otter, with a 600 h.p. Pratt Whitney engine, will carry a payload of one ton.



Loading of 45-gallon drums of fuel oil and propane tanks. Each drum weighs 450 pounds, enough to keep one tent warm for one week.

This time, commercial fishing was starting to boom in that area. Tom Lamb was responsible for the inception of various areas for commercial fishing, namely South Indian Lake which, due to its success in the past years, depleted the stock of fish and was no longer used.

Lambair has undertaken numerous projects with the Geological Survey of Canada, which primarily introduces the use of Arctic flying. The area covered by the Lambair Company is basically centred around the Arctic where a large percentage of the total volume of business is done. Canada has been covered from coast to coast, and as far north as Thule, Greenland, by Lambair services.

The utilization of various types of aircraft help Lambair obtain the volume of business which it does. In the flying business when dealing with construction, it is not the ability to fly an aircraft which gets you the job, it is the type of aircraft you have — one to fit the necessity of the job. This is the reason for Lambair to have the numerous types of aircraft listed below:

- 9 — DeHavilland Otter
- 7 — Cessna 180
- 2 — DeHavilland Beaver
- 3 — G 4 A Helicopters
- 2 — Bristol 170 Freighters
- 1 — Britten-Norman Islander
- 1 — Aztec

The latest purchase, the Bristol Freighters, are the biggest aircraft in use by Lambair, with a capacity of 6 tons and weighing 44,000 lbs.

Lambair Limited has numerous bases located throughout Northern Manitoba. The home base, as most people know it, is The Pas, Manitoba, a thriving community of 5,000 people situated in the north-west corner of Manitoba, 400 miles from Winnipeg. Bases are also maintained at Thompson, Churchill, Gillam, Wabowden and Norway House, where a single unit is always in use. Aircraft are based at these places on a year-round basis.

(Continued on Page 8)



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Plywood for a pensioner at Nelson House.

An air transport company based in northern Manitoba continues to play an active role in the development of Canada's northland. In less than forty years, Lambair has grown from a one-man, one-aircraft outfit to a company using 25 aircraft and employing 55 men.

The history of Lambair Limited goes back to 1931 when Thomas Lamb, the original founder, started flying aircraft. Tom's acquaintance with Manitoba's Northland started many years earlier at Moose Lake, where Tom's father had a prosperous grocery business. In 1925 as Tom's father aged, he took over complete control of the fur trading business.

The biggest problem encountered by Tom Lamb in those days was the transportation of supplies into his premises at Moose Lake. The idea struck Tom, and he thought the need for an aircraft was now necessary. The years of successful business led to the purchase of an aircraft known as a Stinson-Reliant SR-95 thus beginning operations of Thomas Lamb Airways Limited.

Being a man of nature as well as a man of business, Tom Lamb rea-

lized he was located in the centre of a vast muskrat and beaver population, with one problem: no water for their survival. Tom undertook another project, and that was to irrigate the available land with canals and irrigation ditches, so as to help these creatures survive. Before the purchase of the first Lamb Airways plane, almost all of the personal inspection of these canals and ditches were done on foot in the summer months and on skates in the winter months. With the new aircraft, all patrolling was able to be done by air.

In 1935, legal matters were cleared up, and the name of Lamb Airways Limited was incorporated. The Stinson-Reliant was a very versatile machine according to Tom Lamb, so as business progressed, the purchase of yet another Stinson-Reliant was necessitated. With this new sale, the older Stinson-Reliant was sold.

In 1945 an unfortunate accident in the bush area at Cumberland House put the second Stinson-Reliant out of commission and a new type of aircraft, a Norseman, was purchased.



CF-JON, Lambair's first Otter. Bought in South America (Montevideo), it has flown all over South America and as far north as Thule, Greenland.



Otter CF-CDL, one of three bought in Norway and flown to The Pas via Holland, Scotland, Iceland, Greenland, Goose Bay and Timmins.

Lambair

Lambair Limited has grown into a 55-man operation in 1969 from a one-man operation in 1935. Progress is a word Lambair has known for 34 years.

Progress could never have been

obtained by Lambair over the past years without the services of Bob Shinnie, Ron Davie and Roy Boyes. These three men have been responsible for the maintenance operations carried out on all Lambair aircraft.

Continued from Page 6

Lambair has an excellent safety record for the number of years of flying. This is mainly due to the rigid precautions taken when hiring a prospective pilot. Such a pilot must have flown aircraft in excess of 1,000 flying hours, and Lambair management believes in rigorous personnel testing.

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This Beaver aircraft, with a 450 h.p. Pratt Whitney engine, will carry a payload of 1,600 pounds.



The Lambair winter office and warehouse at the Thompson airport. During the summer, operations move to the seaplane base six miles away. Shown is a Cessna 180 warming up.

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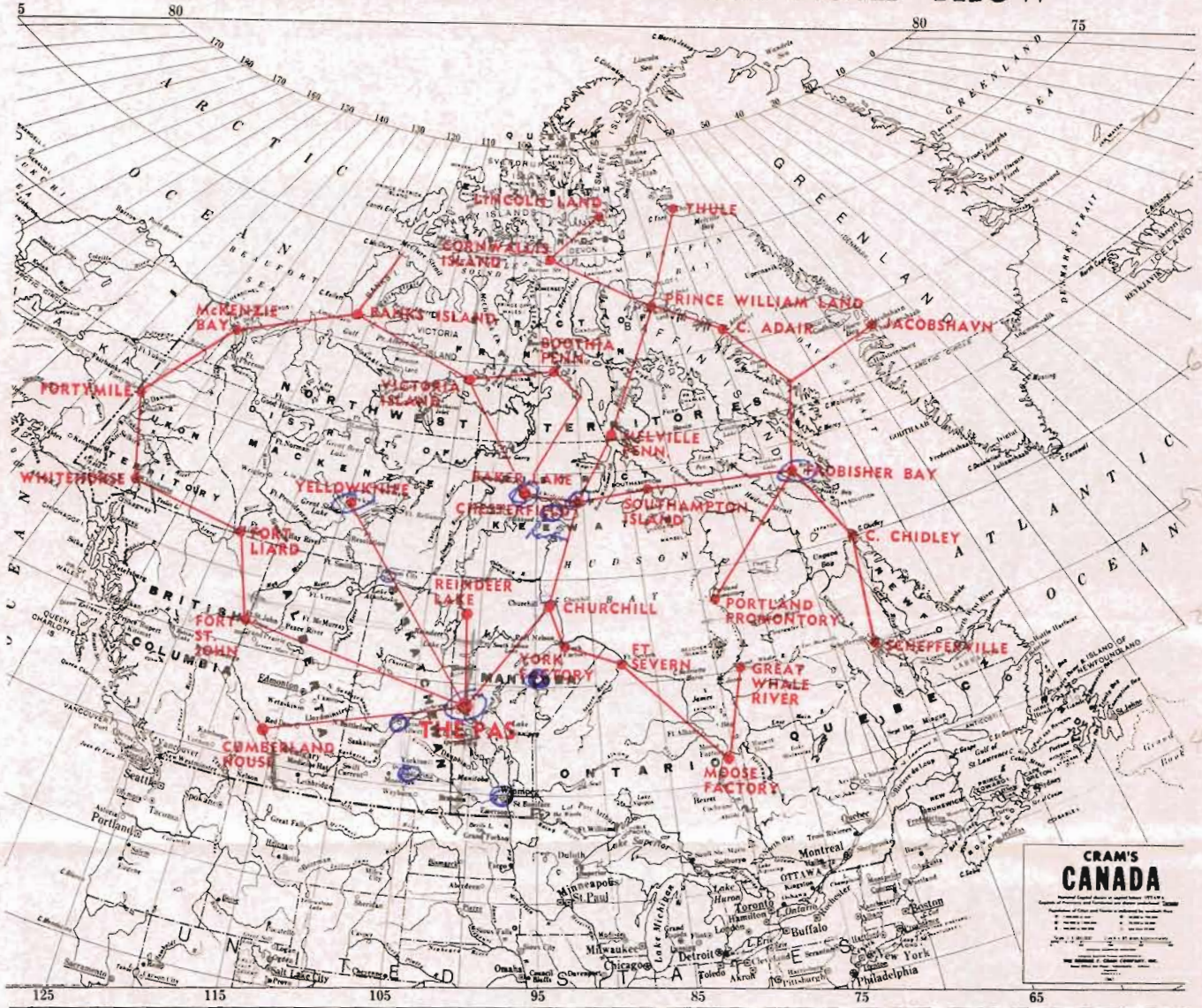
Lambair has equipment and manpower to handle any phase of commercial or private aircraft transport in Northern Manitoba.

Thomas Lamb can be a proud man, for without him the exploration of the North, whether it be in Manitoba, Saskatchewan, or elsewhere would never have flourished the way it does today. With his six sons, Jack, Greg, Don, Dennis, Connie and Doug, Thomas Lamb continues to make Northern Canada open up to this new type of service and exploration.

Most of the aviation fuels, aviation oils, and lubricants supplied to Lambair Limited come from Shell Canada Limited. Shell's services are seen at bases in Gillam, Churchill and Thompson; also aviation oils are shipped in drums to Lambair's northern caches at Baker Lake, Eskimo Lake, etc.

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