



PLANE FACTS
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• AN AIRFORCE NEWSMAGAZINE •
Honorary Editor-in-Chief. W/C F. GAFFNEY
Editor F/O R. R. J. GENNO

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EDITORIAL

A CHRONOLOGICAL HISTORY OF THE RCAF

THIS IS your Airforce. In order to take pride in a service to which you belong, you first must understand and know something about its accomplishments, and past history. As a regular member of the RCAF it is your duty to acquaint yourself with some of the highlights and achievements of the RCAF from its pre-war days to its present status as a fighting force of Canada.

In this way we pass on to future airmen that Pride of Service on which tradition is built.



1914—First Canadian contingent arrived overseas including an air corps of one aircraft and two aviators.

1915—First Canadian airman killed overseas (Lt. W. F. Sharpe).

1917—(June) Capt. W. A. Bishop awarded first VC worn by a Canadian airman.

1918—(March) 2/Lt. A. A. MacLeod awarded VC. Two Canadian air squadrons formed overseas and a naval air service created in Canada. (Oct.) Major W. J. Barker awarded VC.

1919—(June) Air Board established to regulate and develop flying in Canada.

1920—(Feb.) Canadian Air Force authorized in Canada on non-permanent basis. (Oct.) First trans-Canada air flight (by 6 pilots of CAF).

1921—Aerial survey work commenced.

1923—(Feb.) H.M. The King authorized prefix "Royal" to CAF.

1924—(April 1) RCAF became permanent component of Canada's defence force. (This date considered the birthdate of the RCAF).

1927-8—RCAF participated in Hudson Strait expedition gathering information on weather and navigation problems on the northern sea route to Europe.

1932—Size of RCAF reduced and its civil obligations removed to allow it to concentrate on military flying. Formation of first Auxiliary Squadrons authorized at Toronto, Winnipeg and Vancouver.

1936—Expansion of RCAF accelerated.

1938—RCAF made an independent military service under the Minister of National Defence and the senior air force officer given the title "Chief of the Air Staff."

1939—(Sept. 1) RCAF placed on active service. (Sept. 29) First war flight carried out by an RCAF pilot overseas, S/L V. I. Clements. (Dec.) British Commonwealth Air Training Plan agreement signed.

1940—(Feb.) First RCAF squadron arrived in U.K. (No. 110—later 400—Auxiliary Squadron, augmented by RCAF Permanent Force personnel) (May) Minister of National Defence for Air and an Air Council appointed. (May) First enemy aircraft destroyed by an RCAF pilot (S/L F. H. Gobeil). (Aug.) No. 1

Fighter Squadron—later 401—entered Battle of Britain. (Oct.) First graduates of the BCATP arrived overseas (38 observers).

1941—(June) First bomber operations by the RCAF. (Aug.) RCAF Women's Auxiliary formed (name was later changed to RCAF Women's Division).

1942—(Apr.) S/L L. J. Birch made famous flight over Indian Ocean, warning of the approach of the Japanese Fleet, earning him title "Saviour of Ceylon." (May) First thousand-plane bomber raid with the RCAF making up a part of the force. (Aug.) RCAF participated in Dieppe operation.

1943—(Jan. 1) No. 6 RCAF Bomber Group began operations (Apr.) Air Cadets incorporated into the RCAF. (Dec.) BCATP comprised a total of 73 aircrew training schools and 24 RAF stations.

1944—(Jan.) RCAF reached peak strength of 215,000. (Feb.) More than 35,000 aircrew under training in Canada. (June) F/L D. E. Hornell and P/O A. C. Mynarski each awarded the VC posthumously. (June 6) "D Day." (Sept. RCAF aircraft carried some of the troops into Arnhem Battle.

1945—(Mar.) BCATP discontinued. (During its existence the plan trained over 131,000 aircrew in Canada.) (Apr.) RCAF No. 6 Bomber Group made its last heavy bomber raid. (May 8) "VE Day." (June) Ten RCAF Squadrons returned to Canada to form "Tiger Force" for the war in the Pacific. (Aug. 14) "VJ Day."

1946—(June) Last RCAF units overseas were disbanded. (Dec.) RCAF Airwomen left the service.

1947—(June 14) First "Air Force Day" celebrated in Canada. (Sept. 30) RCAF taken off active service. (Sept.) First Flight Cadets began their careers as post-war aircrew officers. (Oct.) RCAF with Army para-jumpers began Canon Turner Rescue Mission.

1948—(Jan.) Jet-propelled Vampires arrived in Canada for use by the RCAF. (Apr.) RCAF Transport Command established. (Dec.) 410 Fighter Squadron formed—first post-war jet interceptor squadron.

1949—(Jan.) Survival Training School began operations at Fort

(Continued on page 24)

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Personality

S/L R. M. L. BOWDERY

VOXAIR SALUTES as its 'Peg Personality S/L R. M. L. Bowdery, who is well known to fellow officers and airmen at RCAF Station Winnipeg. A former editor of VOXAIR, S/L Bowdery gave unsparingly of his time and it was due to his efforts that VOXAIR passed successfully through its initial stages. The staff of VOXAIR joins with all who knew S/L Bowdery in wishing him every success in his new position as Staff Officer Posting and Careers (SOPC) at CJS London.

S/L Bowdery joined the RCAF in 1939 as an airframe mechanic following completion of an aeronautical course at Aero Industries Technical Institute in Los Angeles, California, and graduated from the first TTS course held at St. Thomas, Ontario. A round of RCAF Stations met S/L Bowdery as he served with 120 B & R Squadron at Jericho Beach; Pat Bay, B.C.; Moss Bank, Sask., and Macdonald, Manitoba. It was at this last station he met and later married Miss Mildred Walker, a nurse.

In 1942 S/L Bowdery remustered to aircrew, undergoing training at Regina and Yorkton, Sask. and the Maritimes. Following training at P.E.I. he remained on staff as an instructor there and later took OTU training at the Bahamas. It might well be said that S/L Bowdery's motto had been to "join the Airforce and be a world traveller at 18" for he saw service in India, Nassau, The British Isles, Egypt and Iran, flying Liberators and dropping supplies and guerrillas behind the lines in Malaya, Burma and Sumatra.

On his return to Canada in June 1945 S/L Bowdery served as a Release Officer at Jericho Beach and held various administrative positions on the West Coast; later he was posted to Selection and Manning duties at Central Air Command Headquarters, Trenton. The following year he commenced duties as a Public Relations Officer at Toronto and proceeded to the United States Armed Forces Information School, Carlyle Barracks, Pennsylvania for PRO course. At the conclusion of this course he assumed the position of Command PRO at Training Command Headquarters, Trenton. In 1952 S/L Bowdery came to RCAF Station Winnipeg from Centralia and was a prominent figure until his recent departure to the United Kingdom. S/L Bowdery's voyage across the ocean takes him once again to his native land—he was born in Camberly, Surrey, England.

VOXAIR is proud to include its past Editor on its list of 'Peg Personalities.

COVER STORY



These three young airwomen (left to right: Heather Macalpine, Shirley Malloch, and Edith Crowe) decorating a 402 (City of Winnipeg) Squadron Mustang are here with the Reserve Technical Training Unit. Along with 12 other high school girls they will train as fighter control operators during a two month course which includes lectures and contact training. The average age is 18, and upon completing high school they will be able to join the regular or reserve force.

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Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

Indo-China's Eleventh Hour

(Continued)

P/O K. R. CRYDERMAN

THE LAST FEW WEEKS have shown that Indo-China has already passed through the eleventh hour of her crisis. Contrary to many opinions, including our own, the Geneva Conference did have some very decisive results, primary of which, of course, is the signing of a truce. Just as in Korea, boundary lines have been established. Besides dropping down the Iron Curtain on another thirteen million people the terms of the truce, as the Winnipeg Tribune states, "also laid a Korea-like partition across the 42-mile-wide waist of Viet Nam, Indo-China's largest, richest, and most populous state at about the 17th parallel. Communist leader Ho Chi Minh will take over the destinies of the residents north of the line. The 10,000,000 Viet Nameese south of the partition will live under the pro-Western regime of Chief of State Bao Dai."

In all, throughout the eight years of the war, more than 92,000 soldiers of the French Expeditionary Corps have either died or disappeared. To understand the situation in which France finds herself confronted today, let us look very briefly into the military situation over the past year.

EVERY MAN A TIGER

This slogan, so very popular within Air Defence Command, might just as easily have been chosen by the man who took over command of the French forces late in 1953. With him came a truly aggressive spirit, a will to win that had been lacking so conspicuously up to that time among so many of the French troops.

In one of his first communiques to his men, General Henri Navarre gave very definite indication that a new type of leadership had, at last, been infused into the Indo-Chinese campaign: "I speak directly to you," he said, "because all of you have the right to know who and why you are going to fight. Logically," he continued, "victory is certain. But victory is a woman. She does not give herself except to those who know how to take her. One cannot win without attacking." At this point, Navarre laid forth his plan in more specific detail, not an original plan to be sure, but one at least designed to show his men the importance of the role they were to play. "In all echelons you must have the tenacious will to gather intelligence. In this manner you will gain the

initiative—by patrols and frequent ambushes, first in your own zone, and later advancing progressively according to the rhythm and the form dictated by the situation." With these last words, Navarre disclosed the key of his whole programme. "We must attack wherever we find them." With these words, Navarre left no doubt whatever that the French, while under his command, would acquit themselves with honour or die in attempt. Every man according to his strategy, was, indeed, to be a tiger.

Navarre stepped into his command last fall with no blind illusions of success. As General Weygand's Chief of Intelligence in the North African campaign, and later as the leader of a spy and counter-spy ring, Navarre had long learned never to underestimate the enemy. His over-all strategy was a masterpiece of realism:

(1) To get away from the defensive that had dominated the conduct of the war ever since the death of the great Marshal de Lattre de Tassigny.

(2) To expand the French force and strengthen the Vietnamese Army with additions, if possible, from Laos and Cambodia to an overall strength of 500,000. In this way, Navarre hoped to contest the control of every village and clearing against the Vietminh, and to release the mobile French Union forces for massive attacks on all the major Red bases.

(3) Perhaps the most important part of his whole strategy: To bring the nationalist Indo-Chinese into full support of the war by giving them solid assurances that they would be given their complete

independence, either within the French Union, or outside of it, whichever they preferred. Thus, in Navarre's own words, "the Indo-Chinese would have something to live and die for." That Navarre's strategy should have proven impracticable is not so much an indication that his ideals were wrong as that the French just did not have enough force to back them up.

When Navarre arrived at his post a little less than a year ago, hope at last rose high that victory might yet be possible. Navarre began immediately on an extended tour of the vast conglomeration of forts, villages, airfields and remote outposts which in another theatre of war might have passed for a battle line. Towards the latter part of December, Navarre attempted perhaps the boldest piece of strategy of his entire career. To bring the Indo-Chinese struggle at least into a semblance of a war on the European pattern, he flew a considerable number of French troops and supplies 175 miles behind the lines. It was here at Dien Bien Phu that the crucial battle for French survival was to be fought.

Eventually when the time came for a showdown—as it did five months ago—the French were taken somewhat by surprise. Not only this, but it seemed that for one reason or another, Navarre had not chosen the highest ground available in the sector. That they were not better prepared for the great Communist offensive when it finally came was, in itself, a major tactical blunder. But there was, too, the complicating factor of weather. As Time Magazine puts it: "At Dien Bien Phu, the Allies had been caught waiting for the rains. Generals and statesmen alike had

halted operations awaiting the monsoons." Certainly we, of the Air Force, can appreciate the profound effects that weather must have on operations of this kind.

In the last few moments of the epic battle, outnumbered as they were by five to one, the 12,000 defenders at Dien Bien Phu had been forced into one third of their original perimeter. Rain impeded all military operations, and the men had run desperately short of supplies. The drop zone from which Navarre could normally have expected reinforcements, had become so small that the high monsoon winds simply carried the great bulk of supply and troop reinforcements behind the enemy lines. Fighting according to the usual pattern was rendered pretty well impossible by the fact that in the final stages of the battle a mere 700 yards separated the French and the Reds. This understandably reduced battle movements to a minimum. To complete the sorry picture, more than half of the French artillery was bogged down in the mud. The French armour too had been rendered quite ineffective, for most of the tank tracks had been ripped away in the rough terrain. Despite these formidable obstacles, the defenders of Dien Bien Phu acquitted themselves with a valour and bravery that the world will remember long after the guns of Indo-China are silent.

Now that the truce has been signed, and Navarre has returned to France, we might ask ourselves: "Just what were the prospects of an eventual French military victory in Indo-China?" Most authorities concede that except for some extraordinary bit of luck, France was pretty well on her last legs.

The only real advantage which she possessed over the Communists was that, without a more active Chinese Red intervention, she still maintained a superiority in air and artillery power.

As for the comparative Allied and Communist land forces, out of something like 6,500 villages in the Red River Delta, the Communists already, by the first of June, controlled more than 3,500. French Union and Vietnamese forces controlled another 1,200, while another 1,200 could still be regarded as neutral. As we have now seen, the majority of these, their morale lowered disastrously by the fall of Dien Bien Phu, proved to be a fairly easy prey to Communist propaganda. As was perhaps natural, a great many switched their al-

(Continued on page 21)



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By F/O E. P. McLOUGHLIN



THE M.G. T.F.

THE M.G. TF TEST DATA

PRICE: \$2,295 in Winnipeg
Wire wheels: \$150
Heater: \$50

ENGINE:
4 cylinder with overhead valves
Compression ratio: 8:1
Horsepower: 57.5 at 5500 rpm.
Mph per 1,000 rpm: 15.3
Mph at 2,500 rpm piston speed: 65
Gear Ratios: 4.88, 6.75, 10.09, and 17.06

DIMENSIONS:
Test weight: 2,370 lbs.
Weight distribution: 50/50
Four-wheel hydraulic brakes
Wheelbase: 94 inches
Overall length: 12 ft. 3 in.
Width: 4 ft 11 1/2 in.
Height: 4 ft 4 1/2 in.
Clearance: 6 in.
Turning Circle: 31 1/2 ft.
Gas tank holds 12 gallons.

PERFORMANCE
ACCELERATION:
0-30: 4.9 secs.
0-60: 20.3 secs.
30-50 top: 12 secs.
50-70 top: 18.5 secs.
All times are an average of four runs.

SPEEDS IN GEARS:
1st—24
2nd—42
3rd—63
Minimum in top: 11 mph
Maximum in top: Best—82
Mean—79.5
Speedometer: 7% fast at higher speeds

FUEL CONSUMPTION:
Test: 31.3 mpg
Normal running: 30-34 mpg

WEATHER CONDITIONS:
Raining, wet surface, and a wind of 10 mph.

MANUFACTURER:
M.G. Car Co., Abingdon, England.

LOCAL DISTRIBUTORS:
James L. Cooke (Western) Ltd., Winnipeg.

To begin with I would like to thank Percy Pound for his trust(!) and kindness in allowing me to run this test on his own car. It so happened that Cooke's sold the car I was supposed to use for this purpose four days beforehand.

In June 1951, a few weeks after I had sold my M.G. TD, I began to wonder why I looked back so nostalgically and with such affection to that homely little mutt. It wasn't particularly fast, the car was colder than the devil during the winter, yet there was just that "something" about the M.G. which made me regret trading it in on something bigger and better. The M.G. has always been a car of character right from its start in 1923 as a souped up Morris. By the way, M.G. means, "Morris Garages" and was named in honour of Lord Morris. The car developed a terrific reputation for stamina and speed before the War on the racetracks of the world and was immensely popular. For here was a sports car within the reach of the many. In a highly streamlined form the M.G. captured a large number of the world speed records, its highest speed being a fast 207 m.p.h. when driven by Lt. Colonel Goldie Gardner just before the War. After the War the company introduced the TC and in 1950 the TD M.G. These were the two cars largely responsible for opening up the sports car interest right across North America, and sparking the snowball which is still building.

The M.G. has always personified its motto "Safety Fast" and the TF is no exception to that rule. The cars are well built, handle beautifully, are safe, peppy, and retain a character which still has to be absorbed to be appreciated. Needless to say, there is always the most awful roar of disgust from innumerable people whenever the company change the lines and specifications—but the car is inevitably as popular as before! As to myself, I'm completely

in agreement with the company—why hinder progress, every new M.G. has been a great improvement on the previous model, and the TF is every ounce an M.G. Though, perhaps even I would like a few more horsepower under the hood.

The lines of the new TF are certainly smoother than the TD and the general mass balance of front and rear make the car hang together as a prettier picture than its older brother. I was sorry to see the "real" radiator cap replaced by the modern imitation, but I have the reverse in mind when looking at that cockpit. The cockpit is roomier, more comfortable, more complete, and better finished—yes, I like the trafficators, modern screen wipers (which could do with a bigger blade), AND the new instruments with their octagonal shape. The overall finish of the body, chrome, engine, and cockpit is entirely beyond reproach and much above cars in the same price class. Though wire wheels certainly don't suit half the cars the manufacturers are stupidly fitting them on they are almost a "must" for the TF. I don't think the practical gain is too great, as the disc wheels are strong enough and give the brakes adequate cooling, but the boost to the owner's morale is cheap at \$150!



Comfortable and well appointed.

The top of the car is now made of better material (Nylon) and the side curtains are a better fit, which means that there is a general improvement in the weather protection—I had no difficulty driving the car at over 80 in driving rain even with NO side curtains! The interior of the car is now more comfortable with the individual bucket seats. I'm afraid I can't say the same for the pedals which are still too close together, and still leave too little room for the left foot. I have no further complaints about the inside, except that I might like a larger window in the rear. Incidentally, the car has a magnificent horn, loud enough to move the largest mammoth to the right side of the road. The engine compartment hasn't changed much, though there might be a little less room for working due to this new solid side.

This is the first time that I have had to carry out a car test in bad conditions, but I have to admit the M.G. (Continued on page 24)

Today in SPORT

By CPL. HOWARD O'BYRNE



FOR THOSE of you that are following the Goldeyes' progress via this column, we have good news. After being in the cellar position for nearly the first half of the season, they hit a winning streak and got twelve straight wins, putting them into fourth place in the league standing.

They almost got by on the thirteenth, but lost by a 3-2 count to the Superior Blues in a dramatic and thrill packed game that was undecided until the last ball was pitched. However, after winning the next two, they have gone on the road again and according to reports they are not doing very well. Since they show their best at home we hope they can hold onto that favourable position until they return. Incidentally, has anyone noticed the number of players' names that start with the letter "M"? Need a waterboy, Mickey?

STATION BASEBALL
The Station baseball team has been strengthened by the addition of "Skip" Walker, a second base man.

After leaving Station Portage well in the cellar, they are now crowding Station Gimli for second place in the league. The boys are getting in plenty of baseball, with the league play during the week and tournaments over the weekends.

Congratulations and salutations are long overdue to the boys who worked so diligently to put the home diamond into shape. If as much effort is put into the remaining scheduled games as was that project, we are fairly sure the boys will bring home the top honours.

SOFTBALL
The softball team has shown some improvement in all departments. Due to the lack of players, organization has been very slow and as a result they are firmly entrenched in the league's cellar position.

A few exhibition games have been arranged to help get the boys

into shape. With these extra games plus the remaining league games, we expect the boys will be able to handle the playoffs easily. One big item is lacking and that is fan support. The players would like to see more of the Station personnel turn out and support them. Who knows, maybe that is all they need! Let's try it, shall we?

INTERSECTION FASTBALL

The Station league standings up to last weekend were as follows:

	W	L	Pct.
Headquarters	2	0	1.000
Telecom	2	0	1.000
Primary	1	2	.333
Advanced	1	2	.333
Armament			
Systems	1	2	.333
111 C & R Flt.	1	2	.333

MEET YOUR STATION BASEBALL TEAM

This time we meet two of our most prominent players. They have been with the team since its inception and are making a good account of themselves.



F/O FRED MEADOWS, PITCHER—Played junior and senior ball with Lacombe of the Central Alberta League from 1945 to 1949. The following year played Junior "A" with the Camrose Cubs of the Battle River Valley League. In 1953 played for RCAF Station Claresholm and this year has been doing the coaching chores as well as being spare pitcher for our team.



LAC BILL BALLANCE, PITCHER — Another one who started his ball career in the dusty province. Played high school and junior ball with Glaslyn and North Battleford teams. Then returned, for senior ball, to Glaslyn, Sask. — famous for its baseball tournaments. This is his first year in airforce baseball and he seems to be thriving on it.

RIFLE CLUB
RCAF Station Winnipeg has organized a rifle group to be known as RCAF Station Winnipeg Rifle Association, with F/S Tommy Robinson as president, F/O Frank Ferguson as vice president, and Cpl. Dave Randall as secretary. Although other clubs have formed before, this is the first one to affiliate with the Manitoba Provincial Rifle Association. Already they are boasting a membership of 30. Nine men were sent to the MPRA meet at the St. Charles Rifle Range recently and when the shooting was over F/O "Red" Kerr of ANS copped the A. M. Blackburn challenge cup, emblematic of the individual high score. Incidentally, this particular cup has been in competition since it was donated in 1909.

The present active shooting team is F/L George Leigh of AI Flight, F/O "Red" Kerr of No. 2 ANS, F/O Frank Ferguson of Ground Defence, Cpl. Dave Randall of Safety Equipment, LAC Cook (Cookie) of M.E., LAC Joe Sonier of Armament Section, LAC Lane

Allan of Armament Section and LAC Norm Taulbut also of the Armament Section. Incidentally, anyone interested is asked to contact the president or secretary.

On 7 Aug. F/O Kerr, Cpl. Randall, LAC Sonier and LAC Allan will depart for Ottawa to participate in the Dominion of Canada Rifle Association's annual meet to be shot from 8 Aug. to 14 Aug. We wish you the best of luck.

SOCCER

Ans 10, University of Manitoba 2

A RATHER one sided soccer game was played at Assiniboine Park on the 10th of July when an ANS XI met a team from the University of Manitoba. The U team consisted of students from Hong Kong, who were all rather small players but very persistent in their

efforts to penetrate the ANS defense.

Within one minute of the kick-off ANS had control of the ball and BRETT scored the first goal with a hard drive that was to be repeated many times throughout the game. For the next 15 minutes the ANS were on the offensive and eventually the score was increased when PIERPOINT scored from close in. The U team launched an attack that kept them in the ANS half for ten minutes but their forwards failed to find the goal with their shots. At the 25 minute mark BRETT increased the lead to 3-0 and within seconds of the kick-off PIERPOINT scored with a long shot that the U goalkeeper failed to hold. One minute before half-time BRETT scored his third goal when GOMES sent a pass over from the wing.

Seven minutes after resumption of play Pierpoint sent the ball up the field to BRETT who put the ANS in the lead 6-0. The ANS team appeared to slacken off their attack and the U took advantage of it, sweeping down the field in force for YUNG to put the ball past SWATTON, the ANS goalkeeper, bringing the score to 6-1. A few minutes later PIERPOINT scored from close in and ANS were leading 7-1. Thirty minutes after the halfway mark, the U again attacked and caught the ANS without any defence. After quite a scuffle in the goalmouth the ANS goalkeeper retreated over his goal line and the score was now 7-2. BRETT took possession of the ball from the kick-off and with a powerful drive scored to put ANS in the lead 8-2; seconds later he repeated this effort and now the ANS had the overwhelming score of 9-2. A few minutes before the end of the game PIERPOINT dribbled through the U's defence and scored number 10. The U played a clean game and were quite aggressive but the ANS were too fast for them.

ANS LINE UP: Swatton, Vischer, Pearce, Box, Hidding, Bowman, Loux, Richards, Pierpoint, Bre Gomes. Reserves: Gitton, Wilson, Gatt.

REFEREE: Cove.

CRICKET

The Station has two cricket teams, the NATO Exiles and NATO Nomads, playing in the Winnipeg and District League.

Matches take place every Saturday afternoon at Assiniboine Park, play commencing at 2.30 p.m.

A report on recent games and league standings will be included in the next issue of VOXAIR.

Chaplain's Page

By F/L M. M. HOLOBOW

The cry for peace throbs more insistently today than ever before. It is a cry not only for world peace but for peace within a nation, community, household, and within the recesses of the inward man. It would seem that in our zealotry for peace we have forgotten just where to look for it.

One of the most frequent promises which we find in the Scripture is the promise of peace. It is spoken of as the privilege of every believer in Christ. Thus, it is offered as an inheritance to all who have become the children of God.

It is offered to the workers, warriors and sufferers who have assumed responsibilities for the welfare of their people far beyond their strength; to them is offered this promise as the only relief available. Young men and women

in all walks of life with the doors of opportunity opening before them, are often distraught over disappointments or failures; to them is offered the assurance of God who sees in every case the end from the beginning.

Look at the matter from God's viewpoint. The possession of this peace is a testimony to what our heavenly Father can do for the soul. It is certainly not for His glory that His child should be irritable, uneasy, doing his work with constant friction and fret, upset by every little thing, spitting fire at everyone who touches him. It is only dishonoring to our Father for His child to be flustered and worried, wild with anxiety over some threatened peril, or broken in spirit over some miscarriage of his plans. There ought to be serenity in the

soul, and God desires this most earnestly. In the spiritual world as in the natural, sunshine and storm rarely go together. Christ cannot dwell in the soul without communicating to us the mood in which He lives.

If peace is to reign in the soul, then we must cease being at war with God. If inward calm is to be attained then conflict between opposing forces in one's own nature must cease. Conscience must be satisfied that the right is in command before a moral being can enter into the peace of God.

One of the most important factors essential to peace is implicit trust in God. No matter what may come, good days or bad; prosperity or depression; trust Him who made you that He will satisfy all your needs.

A woman once complained to her pastor, "I don't know what it means to trust." He answered, "Did you ever learn to float?" She said, "Well, I've tried to." This gave him his chance to ask pointedly: "Isn't that the reason why you didn't succeed?" If one is to float, he must let the water bear him up; the element in which he lies will do its part if he lets it.

Christ says, "Come unto me . . . and I will give you rest." That is His invitation; take Him at His word, for He will bear you up.

Rest assured in His promise of peace for your soul and it will be yours if you let Him.

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INTREPID BIRDMEN, PLEASE NOTE

By BILL PRAGER

THERE IS ONLY one thing stopping Maureen Godson, of Edmonton, from making her first solo airplane flight. The federal department of transport just does not allow 10-year-olds to go flying around without a qualified instructor sitting at a dual control.

Recently, however, Maureen did the next best thing. She taxied her father's Ercoupe light plane onto the runway, checked all the



controls in the prescribed manner and then took off, made a circuit and landed while Al Laing, chief instructor at the Edmonton Flying Club, did all he could to appear as if he was not sitting beside her. "She's exceptional," said Mr. Laing who during the war and since

has trained hundreds of flying students. He explained that the 10-year-old girl was ready to make her solo after four hours of instruction. This compares well with the average of four to five hours before adults are ready to take off alone.

Mr. Laing and others at the flying club have checked into all the records they could get hold of and as far as they can determine, Maureen is the youngest person ever to fly an airplane. Her closest competitors are some 12-year-olds in both the United States and Canada.

The two-seater Ercoupe aircraft owned by her father is an easier plane to fly than most types. It is spin-proof and has no foot pedals. This latter feature is necessary since Maureen is not tall enough yet to reach the pedals. In order to see over the nose of the plane, she sits on three cushions.

Maureen started her flying at the suggestion of Mr. Laing who five years ago instructed her father, Murray Godson, to fly. The instructor felt that the youngster had a high intelligence and he wanted to see how this could be applied at the controls of an airplane.

The young girl had flown previously as a passenger in her father's plane and had some time on instrument flying in the club's Link trainer. She started flying last fall.

At first Mr. Laing found that the girl, instead of flying by sight

was piloting the plane by instrument as she had learned in the Link trainer. The application of a third cushion on top of the two she already was using fixed that. Maureen could now see over the nose of the plane and look at something else besides the instruments.

After her four hours of flying periods of about 20 minutes each, Mr. Laing decided the girl was ready to solo. Older students take longer, around eight hours total, but Maureen's flying was concentrated on doing the circuit necessary for the solo flight.

In normal practice, when flying students are ready to solo, Mr. Laing flies with them for about four circuits. After they have completed two perfect landings, Mr. Laing leaves the plane and the students are on their own.

In Maureen's case Mr. Laing made two circuits with the youngster. Then he let her taxi the plane to the runway without his help, make the routine check and take-off and land. At one point during Maureen's "solo" the youngster tried talking to her instructor. Mr. Laing refused to answer, trying to make it appear as if he was not there.

Mr. Laing, a Battle of Britain fighter pilot before he became a flying instructor with the RAF, did not make his first solo until the comparatively "old age" of 21.

Maureen says she likes flying "quite a bit." She is perfectly at home walking around the flying club hangar—holding a jet model aircraft in her hand—or sitting in on a coffee session with a bottle of chocolate milk.

A student at Edmonton's Queen Alexandra public school, she makes

(Continued on page 32)



By LAW ANN ZAWADIUK

ANOTHER STEP has been taken in procuring entertainment for the airwomen at RCAF Station Winnipeg. We were recently delighted with the installation of a television in our lounge. What a pleasure to be relaxing in a comfortable chair drinking a coke (if you like coke) and watching your favorite mystery programme.

It is said that people never actually realize how fortunate they are in having good things, until they have to do without them. We'll vouch for that. Mrs. Barlock, who has for several months kept our barrack spotlessly clean, is away for a week. During her absence we all have to display our domestic ability and do the cleaning ourselves. Let's hand an orchid to Mrs. Barlock and hope she returns soon. (Further comments unnecessary . . . Rose, you'll get to like cleaning mirrors yet. Just give yourself a chance).

A speedy recovery to LAW Rene Karmey, (she's our Canteen Stewardess) who is at present in Deer Lodge Hospital. Come on Rene, let's have you back with us soon.

LAW Benneton, teletype operator is the most recent airwoman to get on overseas posting. "Benny" arrived in Winnipeg in April after spending a couple of years in St. John's, Quebec. She will be on her way over to France before this is printed. Happy sailing . . .

Our gal, Rose, from Group H.Q. has returned from leave spent in "The Land of the Midnight Sun." Did she have a good time? Well, she must have because she's planning to take up permanent residence in Anchorage, Alaska this

fall. (We like that country too, Rose . . . very scenic!!)

If you're wondering who the new airwoman on the station is, flashing around in that good looking car, here's the gen. She's AW1 Millar, Radar (P.C.) Air. She came to us from Clinton.

Another newcomer is a Radio Operator from Stn. Whitehorse, namely LAW J. C. Mitchell.

Very glad to have you both at Stn. Winnipeg.

Here's some news on airwomen who were at one time Winnipeggers: Cpl. Stella Borse, now in France appears to be doing a considerable amount of travelling. Her latest trip was to Domremy, birthplace of Joan of Arc, and Reims, where Joan of Arc was burned at the stake.

LAW Madeline Drennan is in France with Cpl. Borsa and we can only conclude that she must be "living it up."

We have learned that LAW Birdie Kish is also on her way to France. Birdie left Winnipeg just a few months ago for Stn. Goose-bay.

Here's word of Miss "Danny" Danyluk. We met Danny in downtown Winnipeg lately, at, of all places, a ball game. While with the airforce she worked at Group H.Q. Took her release last year and has

been teaching school in northern Manitoba during the past term.

Favorite song in B.B.9 . . . "I'd Cry Like a Baby . . ."

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EASTERN CANADA

NORTH BAY—"NEW RCAF BASE CO FORMER COMMANDER AT ALOUETTE SQDN."—A stocky pipe-smoking airman who commanded one of Canada's most famed bomber squadrons in World War II, has officially taken over the command of RCAF station North Bay. Group Capt. H. C. Ledoux, DFC, CD, 38, is in charge of the multi-million dollar establishment and its thousands of men. His task is to administer the base which turns out trained fighter crews to man aircraft for the defence of Canada. Along with the military establishment, he is also top boss of the RCAF's village of Hornell Heights, the full-fledged community with churches and schools that border the airfield and houses the families of the airmen.

HAMILTON—"PLAN HOUSING AT MOUNT HOPE"—NEWS OF HAMILTON—Rumors that Mount Hope RCAF station may become a jet base were supported when it was announced by construction officials that a \$900,000 house construction project is being negotiated with the Federal Government. An RCAF officer said it was possible that a CF-100 jet fighter squadron would be established at Mount Hope.

TORONTO — "ARM FUTURE RCAF CF-100'S WITH NEW GUIDED MISSILE" — Future models of the RCAF's CF-100 all-weather fighter will be armed with a new type of guided missile, according to an authoritative U.S. aviation publication. The magazine Aviation Week, reports that Canadian air defence planning calls for the CF-100 to mount 12 F-98 Falcon missiles under each wing. At Malton, officials of Avro Canada Ltd., the CF-100's manufacturer, declined comment on the report.

HALIFAX—"HALIFAX MAN ASSUMES POST" — A Halifax native, Wing Cmdr. Gordon P. Bradley, arrived in Summerside, P.E.I., to assume the position of chief technical officer at the RCAF Station there. At Summerside he succeeds Sqdn. Ldr. Lorne E. Myle.

HALIFAX—"SENIOR OFFICERS IN RCAF CHANGE"—Wing Cmdr. D. E. Galloway of Montreal has been appointed staff officer, operations and training at Maritime headquarters. He was commanding officer of the 404 Reconnaissance Squadron based at Greenwood for the last 3 years. He succeeds Wing

Cmdr. A. G. Dagg in his new appointment. Wing Cmdr. Dagg of Vancouver has been transferred to Norfolk, Virginia, as a member of the staff of the Supreme Allied Commander Atlantic. He replaces Wing Cmdr. Moffitt in his new position. Wing Cmdr. Moffitt of Toronto has been appointed to staff duties at the Greenwood air base.

LONDON, Ont.—"CRUMLIN RCAF GETS NEW CO"—At a massed review on the parade square of all the personnel at RCAF Station Crumlin, the CO, Group Capt. J. A. Sproule, shook hands with the new CO, Wing Cmdr. J. R. Begg, and signed the documents that relinquished his command. After an inspection of the RCAF wing by Group Capt. Sproule, the new commanding officer took over as head of the station.

HENSALL — Air Force Headquarters has announced that Group Capt. W. W. Bean, O.B.E., of Kitchener, who, since October, 1951, has been commanding officer of R.C.A.F. Station, Centralia, has been appointed to the directing staff of National Defence College, Kingston. He will be succeeded by G. C. A. M. Cameron, A.F.C., C.D., of Meadowville, N.S., who for the past 2 years has been director of air training at Air Force Headquarters, Ottawa.

OTTAWA

"ARMED FORCES SIGHTS AIMED AT LESS COSTLY EFFICIENCY" — The armed forces are embarked on a shakedown run looking to the future. Defence officials said the services now have a better opportunity to study their needs in detail and to plan ahead more carefully. The new policy is the "long haul." The forces have about reached their planned strength. Now that they know where they stand they can settle down to oil the works. Officials said the object is not so much to cut defence expenditures — though that should be a by-product — as to get better value for the money spent.

"CANADA READY TO SERVE ON ARMISTICE BOARD" — As had been anticipated, the Government has indicated Canada's willingness to serve on an international commission if such were set up at the Geneva conference to supervise an armistice in Indo-China. The Government's position is that, to facilitate peace in the Far East, it would accept no responsibility for guaranteeing that the armistice would be kept. Canada's place on the commission may be filled by a military officer of high rank. No doubt there would be prior agreement between the umpire countries that their nominees should all be of equivalent rank. The nominee would not necessarily be an officer now serving in the army.

OTTAWA — Prime Minister St. Laurent announced that the transfer of 82 Canadian Sabre jets to Turkey will increase confidence in Turkey's ability to contribute to the defence of peace under the North Atlantic Treaty Organization. The statement was contained in a message, released here, which was read at Ankara at a ceremony in which the first 6 planes were turned over to the Turkish air force.

OTTAWA — Air Vice-Marshal A. L. James, 50, of Montreal, who will retire from the RCAF Sept. 1, will come vice-president (engineering) of Bristol Aero Engines Ltd., and a member of the board of Bristol Aeroplane Co. of Canada.

OTTAWA — It has been reported from London that aviation experts who have been checking every inch of the Comet jet planes have found the cause of the trouble, which they described as "metal fatigue" arising from stresses on the framework of the pressurized cabins. It is presumed here that all existing Comets will undergo certain structural modifications as a result of the discovery of the trouble and that the two air force planes will be modified accordingly. It is expected that engineers will be sent to Canada from the de Havilland works in Britain to supervise the further modifications. Just when this will happen will depend on the priority the two RCAF Comets here receive on the general modification program.

OTTAWA — Group Capt. Leonard Joseph Birchall, 39, of St. Catharines, Ont., has been appointed military adviser to the Canadian delegation at NATO Headquarters in Paris, the Air Force has announced. The former senior personnel staff officer at Air Material Command in Ottawa will succeed Group Capt. George H. Newsome, of Prescott, Ont., whose new post was not announced.

OTTAWA — 3 Lancaster bombers have left their Greenwood, N.S. base to fly ice reconnaissance patrols from Resolute in the Queen Elizabeth Islands during the summer, the RCAF has announced. The job has been named "Operation Far Cry." The detachment of aircraft, under command of Sqdn. Ldr. W. S. Day, DFC, of Dartmouth, N.S., will provide ice information for transport department vessels carrying out the annual supply run to Arctic weather stations.

OTTAWA — Air Commodore Henry Myles Carscallen, DFC, 45, of Hamilton, Ont., who has completed a course at the National Defence College, succeeds Group Captain Z. L. Leigh, OBE, as Air Officer Commanding, Air Transport Command, Lachine, P.Q., it was announced by Air Force Headquarters.

G/C Leigh has been acting Air Officer Commanding since A/C Robert C. Ripley, the former AOC, was appointed to the staff of Allied Air Force Central Europe in December 1953.

Born in Hamilton, Ont., A/C Carscallen is a graduate of Royal Military College at Kingston, Ont., and holds a Bachelor of Science degree from Queen's University, Kingston.

WESTERN CANADA

EDMONTON—"17 AIRMEN START RESCUE TRAINING"—A former naval gunnery rating with deep sea diving experience and 8 ex-paratroopers are among the 17 students who recently commenced para-rescue training with the RCAF at Edmonton. The training is one of the most rugged courses in the RCAF. 5 medical assistants and 12 safety equipment personnel selected from units across Canada will undergo 18 weeks of training at Tactical Air Command headquarters at Edmonton and Henry House airfield, Jasper.

UNITED STATES

WASHINGTON — "COLORADO SPRINGS SITE IS CHOSEN FOR THE NEW AIR FORCE ACADEMY" — TALBOTT REJECTS ALTERNATIVES IN WISCONSIN AND ILLINOIS—DENVER TEMPORARY SPOT —Harold E. Talbott, Secretary of the Air Force, made the official announcement. He had made the final choice after inspection of 3 alternative sites recommended by a selection board. He chose Colorado Springs over sites near Alton, Ill., and Lake Geneva, Wis.

UNITED NATIONS—"INDIA SAYS BOMB TESTS IN PACIFIC ARE ILLEGAL" — India has described as "illegal" the United States nuclear weapons test in the Pacific and proposed that the International Court of Justice render an opinion on their legality and that the experiments be discontinued until that time. In reply to the Indian delegate, Mason Sears, United States representative on the Council, said that the government has no intention of halting the tests. "We must continue so long as the Communists continue theirs," he said. He added that he was "truly sorry" that India does not seem to understand that the experiments are being carried out as part of the defence of the free world, including India. Indian delegate V. K. Krishna Menon responded that "India can take care of itself."

WASHINGTON — "JOINT ATOM GROUP CAUTIONS KREMLIN AGAINST A THRUST"—SAYS ACTION IS 'FOREDOOMED' — SUPPORTS BILL TO SHARE ARMS DATA WITH ALLIES—The bill would implement President Eisenhower's international pool plan for sharing atomic knowledge with friendly countries, encourage an atomic defence against aggression and free the atom for peacetime industrial uses, including electrical power.

WASHINGTON—"NEW AIR COMMAND IN PACIFIC"—The new command, to be known as the Pacific Air Force, will be headed by Maj. Gen. Sory Smith, former director of Air Force publicity and World War II associate of the late Gen. Hoyt S. Vandenberg, former Air Force Chief of Staff. It will have headquarters at Hickam Air Force Base in Hawaii, and take over a vast group of Pacific air bases now operated by several units. The main jobs of the Pacific Air Force will be helping to prepare joint emergency war plans at the Pearl Harbor headquarters of Adm. Felix Stump's United Pacific Command, and running the far-flung Pacific air supply and communications lines.

WASHINGTON — "HELICOPTERS' TORPEDO FINDS A SUBMERGED SUBMARINE" — U.S. REVEALS 'HOMING WEAPON'—The production of anti-submarine helicopters armed with "homing weapons" which can seek out and destroy enemy undersea craft far beneath the ocean's surface after being air launched was revealed recently by the Navy. The Army, which already operates the largest helicopter fleet of any of the armed services, numbering nearly 1,000 aircraft, announced long-range plans for procuring at least 1,000 more much larger troop-and-cargo-carrying helicopters during the next 5 years.

NEW YORK — "U.S. LAUNCHES NEW FLEET OF SUPERSONIC PLANES"—CRAFT FAST, DEADLY—By Ansel E. Gelbert—The Air Force now has in production or under intensive development a new "Century" series of supersonic jet fighters and atom-bomb-carrying fighter-bombers with truly staggering performance. Some of these planes are not many steps removed from fully automatic high-speed missiles, although provisions for pilot comfort include cockpit temperature control systems so sensitive they react immediately to the presence of a lighted cigarette.

WASHINGTON — "LIGHT JET FIGHTER FLIES AT 1,500 M.P.H."—The U.S. Air Force announced its new daylight jet fighter, the Lockheed XF-104, is flying successfully. The brief announcement did not comment on unofficial but reliable reports that the stripped-down "air superiority" fighter is a truly sensational one—that it weighs only half as much but is twice as fast as today's swiftest operational jets.

WASHINGTON — "GRUENTHER WARNS OF RUSSIAN POWER" — TELLS SENATE GROUP OF RISE IN EFFECTIVENESS — RADFORD STRESSES NEED OF E.D.C. — Gen. Alfred M. Gruenther, Supreme Allied Commander in Europe, told the Senate Foreign Relations Committee that "in the past 3 to 4 years there has been very little numerical increase in the Soviet strength." But he said there had

been "a very material increase in the effectiveness of Soviet forces." He said Russian air power had "greatly improved," land divisions were "more mobile" and better equipped and the size of the Soviet navy had increased substantially. The Russians were "concentrating repeatedly" on the indoctrination and disciplining of young Germans, he said. He recalled that last year the Soviets had held a "Youth Congress" in East Berlin and a lot of the young people had crossed over to West Berlin.

OVERSEAS

LONDON—"EAST GERMAN ARMY PUT AT 80,000 IN WHITE PAPER ISSUED IN BRITAIN" — Communist East Germany now has an army of more than 80,000 men equipped with 1,300 tanks and self-propelled guns and is training 7,500 fliers in Soviet aircraft, a Government White Paper asserts. The East German Air Force, which is now known officially as the Verwaltung des Aeroklub (Aero Club Administration), has a total strength of about 7,500 men training on Russian aircraft, including Yak II fighters and Yak 18 training planes. The Sea Police has about 30 small minesweepers, patrol boats and auxiliaries. Its strength in men is about 6,000.

BONN—"GREEK PREMIER PAPA-GOS JOINS DRIVE FOR E.D.C."—The Greek military leader ended a week-long state visit in West Germany by indicating that he favors either French action on the E.D.C. or, if the E.D.C. falls through, the creation of a German national army. Marshal Alexander Papagos' country is not a member of the 6-nation E.D.C. group. However, it belongs to the North Atlantic Treaty Organization and would be in a position to vote to admit West Germany if the E.D.C. plan collapses.

MADRID—"FRANCO ASKS WEST TO BOYCOTT SOVIET"—SAYS FULL ECONOMIC EMBARGO IS SUREST WAY TO THWART 'AGGRESSIVE PLANS' — "One thing is certain," Generalissimo Francisco Franco declared. "Aggression will come when the aggressor finds it to his advantage after having completed preparations and undermined his future enemy so that victory is certain." Gen. Franco made it clear that he did not believe in peaceful co-existence between the Western and Communist worlds because, he said, it had been conclusively proved after 9 years of effort since the end of World War II that Russia was determined not to collaborate in the establishment of a permanent peace.

ATHENS—"GREECE GIVEN CANADIAN JETS"—G. K. Grande, Canadian Charge d'Affaires, handed over to Defence Minister Panayotis Kannelopoulos of Greece the first 6 of 82 F-86 Sabre jet fighters to be given to Greece by Canada through the North Atlantic Treaty Organization. The jets were pre-

sented at a ceremony at Athens' Eleusis Airfield. Grande read a message from Prime Minister St. Laurent saying: "While our countries are oceans apart, we are partners in the defence of peace."

PARIS—"U.S. WARNS FRANCE ON GERMAN ARMING"—The United States Ambassador told France she must choose "for herself and before history" between the controlled rearmament of West Germany within a European Defence Community and the re-creation of an independent German national army. C. Douglas Dillio called the rearmament of West Germany "inevitable" and said "we feel it is not only fair but also necessary to restore sovereignty to the Germans."

LONDON—"BRITAIN OPPOSES E.D.C. REWRITING"—WILL REJECT FRENCH PROPOSAL FOR EXTENSIVE CHANGES IN EUROPEAN ARMY PLAN—SITUATION HELD CRITICAL—PARIS BALKS AT SEPARATING PEACE CONTRACT AND TREATY TO GIVE BONN SOVEREIGNTY—It is acknowledged that this may further delay ratification of the treaty by the French National Assembly and prolong the serious situation in which West Germany is deprived of the sovereignty promised by the signature of the treaty 2 years ago. Consequently Sir Winston Churchill's Government is doing everything possible to prepare plans that will establish the sovereignty of West Germany within the next 2 months.

FAR EAST

UNITED NATIONS—"THAILAND ASKS ASSEMBLY FOR PEACE OBSERVER TEAM"—Thailand asked that its request for a peace observation team to investigate the situation in Southeast Asia be placed on the agenda of the General Assembly. This was a first step to circumvent the Soviet veto which killed the proposal in the Security Council last month. Prince Wan Waihayakon, Thailand's Foreign Minister, presented to Andrew Cordier, executive assistant to Secretary General Dag Hammarskjold, a letter in which he said that "there is in the view of my government a possibility of direct incursions of foreign troops into its territory."

AIR CADETS

BRANDON—"SPECIAL AIR CADETS HAVE FINE PROGRAM"—The 745 Manitoba (Special Air Service) Cadet Corps is spending its annual summer camp at its parent unit, the Canadian Joint Air Training Centre at Rivers. These cadets from the Manitoba Home for Bays at Portage la Prairie, range in age from 14 to 18 years, and will be the guests of the Centre until the 19th of July. 49 cadets under the supervision of their chief instructor, Mr. W. J. Donaldson, MBE, from Portage la Prairie, and Capt. L.

S. Tucker, CD, and Staff Sergeant E. Ross, CD, of the Centre, will undertake a well organized course of instruction which will include fieldcraft, physical training, drill and inspection, and a visit to Clear Lake in the Riding Mountain National Park. Highlight of the training program will be the parachute and air supply phases of the course.

WINDSOR—"AIR CADETS TOUR PLANT"—A party of 53 airmen, the bulk of them North Atlantic Treaty Organization flight cadets who have been in Canada only 14 days, arrived by bus last week for a day-long tour of Chrysler Corporation of Canada plants. Accompanying Royal Canadian Air Force officers included Flying Officer R. F. Brown, F.O. Price, and F.O. Claude Rousseau. F.O. Brown said the cadets, who will be trained as pilots and navigators by the R.C.A.F. under the NATO scheme, are now stationed in London, waiting for new courses to open up.

MONTREAL—"34 AIR CADETS START EXCHANGE VISITS"—A North Star aircraft of the RCAF's Air Transport Command took off from Montreal Airport last week en route to the United Kingdom with 34 Canadian Air Cadets aboard. The flight was the start of the summer's international goodwill exchange visits of Air Cadets from Canada, the United Kingdom, United States, Norway, Sweden, Holland and Denmark. On Saturday, 24 Canadian cadets took off from Montreal Airport for a visit to the United States. First stop in the 3-week tour was Washington. Their schedule called for a visit to New York and a 10-day tour in the state of Pennsylvania.

FORESTBURG—"CADETS INSPECTED AT FORESTBURG"—Sqn. Ldr. E. Grey, of Penhold RCAF station, commended the air cadet squadron as the best he had ever seen in many years of inspections both in the east and in Alberta. He conducted the annual inspection of 550 Squadron, Canadian Air Cadets, Forestburg. About 300 persons saw the 29 cadets, under their commanding officer, CO Carl Farvolden and his adjutant, FO Claude Oberg, go through the ceremonial inspection movements with precision.

OTTAWA—"PLAN INTERNATIONAL MEET IN AIR CADET EXCHANGES"—TEEN-AGERS FROM 6 COUNTRIES WILL VISIT CANADA THIS SUMMER—Teen-aged Air Cadets from the United Kingdom, the United States, Norway, Sweden, Holland and Denmark will visit Canada this summer as part of an international exchange program sponsored by the Air Cadet League and the R.C.A.F. Air Cadet League headquarters, announcing the exchange, said 25 United States Civil Air Patrol Cadets will tour the Maritimes and Central Canada while the

overseas party of 33 cadets—25 from the United Kingdom and 2 from each of the 4 continental countries—will see the sights in Ontario and Quebec.

CENTRAL CANADA

WINNIPEG—F/O Rupert "Bill" Bayley, 35, of Montreal, and former of Walsall, Staffordshire, England, recently replaced F/L "Duke" Palmer as 14 Training Group Public Relations Officer. F/L Palmer has been transferred to CJS, London, England, as PRO for that headquarters.

F/O Bayley, a qualified T-33 instructor, has been employed at Gimli for the past three years as an instructor, holding such appointments as Deputy Flight Commander, Flight Commander, Assistant CGI, and OC Officer Training.



Educated at the Blue Coat School, Walsall, and a graduate of the Walsall and Birmingham Technical Colleges, F/O Bayley won three Major Technical Exhibition Awards at Edinburgh for his engineering exhibits.

He joined the RAF in 1940 and was awarded his pilot wings in Canada in 1943. He served on photograph reconnaissance duties with 680 (RAF) Squadron, in the Middle East, returning to the U.K. at the end of 1945.

F/O Bayley came to Canada in 1949, and joined the RCAF in 1951 to resume flying duties. He was a member of the first Silver Dart Jet Conversion course at Trenton, and on completion was posted to Gimli.

The field of public relations is new to "Bill," but it is not expected that the excellent relationship now existing between the press and the public and Training Group units will suffer with the appointment of this seemingly qualified and reserved Englishman to the position of Group Public Relations Officer. He promises to work hand in glove with all sections, knowing that each is a source of news and help.

"Bill" is married to the former Agnes May Pollin of Montreal and is the father of two girls and a boy.

With the departure of Captain Cheval we are losing our last French liaison officer. The colourful uniforms of the French Navy have been conspicuously absent of late, and now it appears that we shall have no more French Air Force trainees for some time.

Friends of Lt. Commander R. Le Buf will be interested in the following extract from a letter received from him:

"I was on leave for three months following my return and then proceeded on my new posting which cannot compare with the one I enjoyed in Winnipeg but is a very nice one too and very well located on the Mediterranean coast. I am in charge of our selection centre for flying personnel and on the same station there is a training school for helicopters . . . Present my kindest 'hello' to all my friends."

Le Buf, 139ter Bld du Faron a Toulon (Var).

We hope we shall hear more from Lt. Cmdr. Le Buf, Capt. Cheval, and our other French visitors who have returned to their homeland. We are quite certain that by now Lt. Cmdr. Le Buf is fully qualified on helicopters and we want him to know that we all understand just how he feels about Winnipeg—only on very bad days would any of us consider accepting a posting to the Mediterranean coast.



W/C F. Y. CRAIG, D.F.C., C.D.

No. 2 Air Navigation School last month lost two of the senior members of its staff. W/C F. Y. Craig, after three years as Officer Commanding 2 ANS, left for Ottawa and a post at Air Force Headquarters, and S/L A. M. Ogilvie relinquishes his position as O.C. Primary School for R.C.A.F. Staff College, Trenton.

We wish them both good luck with their new assignments.



CAPT. CHEVAL

Captain Cheval, who has been French Air Force liaison officer at Winnipeg for the past two years, left last week for his native land. "Mike" has had wide military experience in both war and peace, and his wise counsel has been of benefit to many of his younger fellow countrymen. His unobtrusive yet cheerful presence will be missed by the many friends he leaves behind. Our best wishes go with him.

CHURCHILL—"RADAR 'BLACK OUT' HEADS CHURCHILL RESEARCH LIST"—The town of 1,000 persons is a centre of Canadian, British and United States research into all aspects of Arctic warfare. Of all the research being carried on here, the most important probably is concerned with the Aurora Borealis, which blacks out radio and radar equipment for days and sometimes weeks at a time. Until some means is found of overcoming this interference, an Arctic radar screen is impractical.



S/L A. M. OGILVIE, D.F.C., C.D.



F/L BARB ROSS

In last January's issue of Voxair we said that F/L Barb Ross was hoping to see some overseas service in the future. For Barb that time has come and by the end of August she should be firmly settled in Baden Soellingen, Germany. Barb attended the University of Manitoba where she graduated with a B.Sc. in Household Economics. She joined the RCAF in 1950 and has held the position of Messing officer at Station Trenton as well as at 14 Training Group HQ Winnipeg. While at Trenton she very successfully arranged the luncheon for The Queen and the Duke of Edinburgh when they visited there. We will miss Barb's friendly smile at Winnipeg and wish her the best of luck in her new posting.



WINNIPEG—S/L W. J. Lewis, O.C. Flying Wing (left) and F/L Ken Norman, A.I. Squadron Commander, are both to leave Winnipeg in the near future. S/L Lewis is proceeding to R.C.A.F. Staff College and F/L Norman is posted to Trenton.



The Minister of National Defence arrives at RCAF Station Winnipeg. Sgt. G. A. Potter, service police, was on hand to assist.



The Hon. Ralph Campney, Minister of National Defence, takes the salute of the Guard of Honor at RCAF Stn. Winnipeg. The guard was composed entirely of Canadian flight cadets in training at this unit.

VISIT OF MINISTER OF NATIONAL DEFENCE

Shown here are A/V/M Kerr, Brig. General [unclear], A/C [unclear], [unclear] yans, The Hon. Ralph Campney, G/C Ingalls and [unclear] gga.



The colour party, representing all countries with personnel training at Stn. Winnipeg is inspected by the minister.



The minister pauses to exchange pleasantries with members of the press.



The minister, accompanied by F/L L. LeBoldus and A/V/M Kerr inspects the guard of honour.

The new Minister of National Defence started his career as a teacher, and was studying medicine at Queen's University when the First World War broke out. Enlisting as a private the Minister was commissioned in 1917, and, after a period in the infantry, served with the Royal Flying Corps as a pilot to the end of the war. He returned to his studies in 1919, graduating from Queen's with a B.A. degree in 1921. He entered Osgoode Hall to study law in the same year, and in 1924 was called to the bar of Ontario.

Thereafter he was successively secretary to the Canadian Delegation to the League of Nations Assembly, political secretary to the late W. L. Mackenzie King, private secretary to Hon. James Malcolm, Minister of Trade and Commerce, Chairman of the National Harbours Board, and was appointed a King's Counsel in 1940. For the following few years Mr. Campney devoted his time to his flourishing Vancouver law practice, but returned to public service in 1949 when he was elected to the House of Commons. Subsequently he became chairman of a

parliamentary committee dealing with the National Defence Act, parliamentary assistant to Defence Minister Brooke Claxton, and in 1952 Solicitor General, and the following year he was appointed Associate Minister of National Defence. Mr. Campney succeeded Mr. Claxton as Minister in July, 1954. An avid enthusiast of air development, he is past president of the Air Force Officers' Association of Vancouver, past chairman of the B.C. Committee—Air Cadet League of Canada, and a former director of the Air Cadet League of Canada.

PER ARDUA AD ALIA

OR

HOW I GOT MY WINGS

(Being a gruesome story told and copiously annotated by Mr. W*ll**m W*rds*w*rth.)

I wandered lonely as a cloud
That floats on high^s amongst the
fighters,
When all at once I saw a crowd,
A bunch^s of Beachcraft Expeditors^s.
Ten thousand^s saw I at a glance,
Spinning their fans in sprightly
dance.

Continuous as the boots^s that shine
And twinkle on Victoria Day^s,
They stretched^s in never-ending line
Across my predetermined^s way.
Still closer loomed their elevators^s—
God bless these NATO navigators^s!

Now^s oft when on my cloud I lie,
In spectral, or translucent mood^s,
I flash false fixes^s round the sky,
And lull them into lassitude^s.

For then my harp with music^s flows—
The "Dead March"^s for the A/P/O's.
—A/P/O A. H. Hobart.

NOTES:

1. A type of Cumberland cumulus, formed from cloister-moisture and something far more deeply interfused.
2. For exact heights of C.Cu. [Q] see "W*rds*w*rth's Weather Work."
3. Aristocratic collective term of doubtful origin, believed to have returned with the "Mayflower."
4. An early machine which ultimately led to the invention of the aeroplane.
5. Poetic and inaccurate way of saying "bunch." [Vide note 3.]
6. Alternative [and alliterative] reading: "shoes."
7. A feast held annually to celebrate the abolition of Empire Day.
8. A conceit. Actually their overall length remained constant.
9. Another conceit. I had, of course, forgotten my flight plan.
10. Not to be confused with "elevators."
11. Ah me!
12. Know, gentle reader, that since the last stanza there has been a wings parade, and a markedly greater interest in celestial navigation.

13. Through a glass darkly.
14. Technical, while at the same time alliterative. [Cf. a commonplace such as "To be, or not to be," which is, at best, alliterative.]
15. (a) More alliteration.
(b) Imperfectly rhymed—"ude" with "-ood." This is the real language of men.
(c) A*r F*rc* H**dqu*rt*rs will not allow me to comment further on this line.
16. In G naturally enough.
17. Chopin. The first four notes of which are indistinguishable from a low setting of "O, My Papa."

LETTERS

Sir:

Let's have more pictures and info on Sara Shane, although I never saw her in a movie I don't know why

What a bilt!

A. CALDER.

Vancouver, B.C.

Ed.: More on Sara coming up.

Sir:

Regarding your Editorial of salesmen who sell to wives, for your information the person who bought the encyclopædia in our house was papa. (Also three book club memberships.) I'll bet it's the same way in lots of homes. And what about the mania that some males have for fishing tackle, gardening junk, etc., etc. I know one wife who has trunks full of Christmas decorations because her husband can't resist them.

How about thinking it over before taking a swing at us automatic dishwashers next time?

(Mrs.) E. FONTAINE.

Edmonton, Alberta.

Ed.: We weren't swinging at wives—just at salesmen; honest.

TECHNICAL NEWS —

Boeing Jet Transport Flies at 42,000 Ft., 550 M.P.H. in Tests

Boeing Airplane Company's new jet transport prototype, which made its maiden flight July 15, already has been flown to altitudes above 42,000 feet and speeds of 550 miles per hour, the company revealed recently.

A total of 15 hours, 46 minutes in the air was logged the first eight days of the intensive test program. On the third flight, July 17, tests were conducted at operational altitudes and speeds during which the airplane was climbed to 42,000 feet and flown at speeds above Mach .8, or about four-fifths the speed of sound.

The Boeing test crew has been increasingly enthusiastic over the performance and handling characteristics of the new jet, as each flight is completed. Operation of the four Pratt & Whitney JT-3L engines has been "excellent in all respects," it was reported.

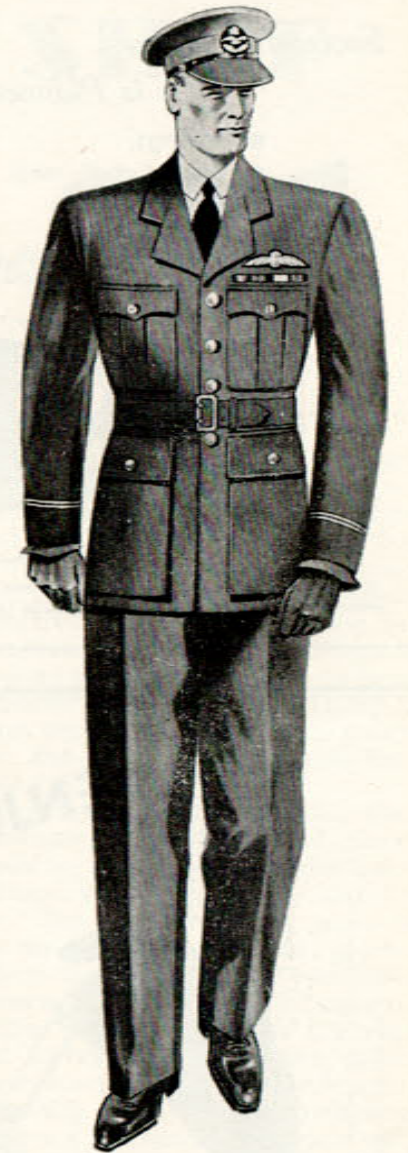
In charge of flight-testing is A. M. "Tex" Johnston, the company's chief of flight test at Seattle. He is assisted by Richards L. Loesch, senior experimental test pilot. Flight test engineers have accompanied the two test pilots on the latest flights.

Longest flight to date was Flight VI when the new transport remained in the air for just five minutes short of four hours of comprehensive testing.

To date, the airplane has been climbed at maximum rate to oper-

ational altitude, and has been "cold-soaked" at high altitude to determine that all parts of the aircraft function at the low temperatures present at the altitude at which normally it would fly. With "air-brakes" extended on its wings and landing gear down, the 707 has descended a mile a minute during tests of fuel tank vents; it has been stalled to test its control and flying characteristics in that condition; and it has been banked again and again, to determine the quality of its lateral control at all speeds.

The intensive test program, in which the transport is being subjected to a grueling and detailed flight examination, began with the maiden takeoff. During early tests, the airplane was relatively lightly laden. It is now being prepared for further tests with its gross weight increased by lead ballast.



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From Where We Stand

QUESTIONS OF THE WEEK:

By SGT. HAGGERTY

1. Is it true that coffee periods are being greeted by 7c cups of Java?

2. Congrats to the Auxiliary boys who entertained during Armed Services night at the Red River Exhibition. Keep up the good work as this does much to strengthen morale of the servicemen and creates good relations with the public.

3. What senior NCO is trying to get parking space allotted in BB 10 for his Hillman Minx? It seems that said Minx has been keeping hours without consent from its owner.

4. F/O Hicksley-Hall left on a hasty departure on a jet conversion course. Can we expect sky-writing via vapour trails of Canada's fastest travelling a/c when said officer takes to the air in the CF100?

5. It was observed recently on the golf course that the owner of a Sunbeam sports coupe was encountering difficulties in finding a place to park. His problem ended when the Sunbeam disappeared down the ninth hole!



ALL CONTRIBUTORS

Deadline for copy is now TEN DAYS before date of issue.

New contributors are needed for all sections of VOXAIR. Material should be submitted to The Editor, Voxair, RCAF Station, Winnipeg, Manitoba.

We are particularly anxious to hear from overseas contributors.



I merely said "Off we go into the wild blue yonder."

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INDO-CHINA

(Continued from page 5)

legiance to the Communists, if for no other reason than to be on what they felt would prove to be the winning side.

Militarily, the Communist Vietminh were known to have an effective force of about 100,000. The fall of Dien Bien Phu alone, released close to four divisions, all heavily equipped with artillery. In addition, General Giap, the Commander of the Vietminh forces, and a close friend of Ho Chi Minh, has at his disposal three and possibly five more Communist divisions. These troops, he used with maximum efficiency in his easy sweep through the strategic Delta area. It was felt on an earlier writing of this article that in this, the eleventh hour, the French, by some sort of an herculean effort might, somehow repel the Red forces. But this apparently was too much to expect, considering the formidable odds that France faced at the time in Indo-China.

CONCLUSION: THE CONFERENCE AND THE PEACE

There is one particular element of the proposed truce which we

must not overlook, and it is this: The French have been given 300 days in which to move out of the big northern cities of Hanoi and Haiphong. Until that day they will continue to hold an enclave in the Red River Delta around these two major cities. Civilians on either side of the partition line will have one year to move to the other side if they wish. We, of the democratic West, must remember that we are dealing today, just as in the peace settlements after the First World War, with the fates and destinies of literally millions of people, who without our active support and sympathy might, in this crucial hour choose the side of Communism. If we allow the remaining Indo-Chinese, and with them millions of other Asiatics to slip without protest behind the Communist barrier, our strategic position will be rendered very precarious indeed. This is to say nothing of the breach of faith to these people who now need our help so desperately.

World statesmen realize this vital truth only too well, as do our leading journalists. Just as NATO was created after the Second World War to ward off Communist ag-

gression in Europe, so too men are now thinking of an equivalent organization for the East. The Globe and Mail of Toronto feels that this is one of the most positive things that has come out of the Geneva Conference. And that is, "the realization on the part of the Western Powers that they have got to have a united front, a declared policy, a short term and a long term policy for the freedom of South-East Asia."

France, too, came to realize that somehow, in the words of Henri Navarre, she must "give the Indo-Chinese something to live and die for." She began to train more of the native troops and even gradually to hand over to their own Vietnamese officers the full responsibilities for the fighting of the war. But always in the French mind, there was something of a dilemma. Naturally as a nation professing to be a great power, she could not, without protest and a fight, meekly acquiesce in the Communist demands and leave the country. On the home-front too there was something of a problem. France was struggling hard to make a full recovery from the ravages of the last

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war. A certain segment of her people were demanding a more active participation in joint Western defence enterprises such as EDC, while another and stronger party were demanding that France withdraw from all overseas commitments. More than one French newspaper was to cry: "More guns for Indo-China means not only fewer guns for the French forces in Europe, but also less butter on the Frenchman's plate." We must agree that it must have been a very strong temptation to pull out of a place such as Indo-China where more than 60 per cent of the annual French defence budget was being spent yearly. Now that Indo-China has been surrendered we, of the West, must use the time yet remaining to us, not only for strategic reasons, but in faith to the peoples of Asia, to press forward for the creation of a South-East Asia pact. Certainly Anthony Eden and Eisenhower seem to feel that such a plan is now advisable.

In closing, let us remember the last words of General Navarre to his troops: "The defenders of Dien Bien Phu have written an epic. They have given you a new pride and a new reason to fight." Laniel struck pretty well the same note when he told his people: "France will react with that virility proper to a really big nation." Certainly by his dramatic gamble to secure a truce for Indo-China within a seemingly impossible dead-line, Mendes-France has stirred the imagination of the French people and has won their trust and confidence as no other French Premier has done since de Gaulle. France at least seems to have recovered her national pride.

The battle for Indo-China, if we

are to judge by the recent newspapers, is now a thing of the past. We have lost a strategic area, and have seen another thirteen million Asiatics swept into the Communist tide. Two positive things, however, that we can extract from our experience in this quarter of the world are these: The world's attention has at last been focussed on this crucial area of the East, and has emphasized the need for collective cooperation in some sort of arrangement as NATO. Secondly, it has brought to leadership in France a man under whose guidance the French people might again take their place alongside the Americans and the British in a united front for Western democracy. Dien Bien Phu might well stand on the pages of history as the decisive point when, in the eleventh hour of France's struggle, the Allies recognized once again the vital necessity for cooperation and mutual trust that have brought the West safely through the trials of the past.

Voxair Vixen

"THEM!"—Beauteous Joan Weldon is the femme charmer in Warner Bros.' newest thrill-film, "Them!"—story of deadly giant insects created by the first atomic blast on the New Mexican desert. Miss Weldon rounds out a cast headed by James Whitmore, Edmund Gwenn and James Arness.

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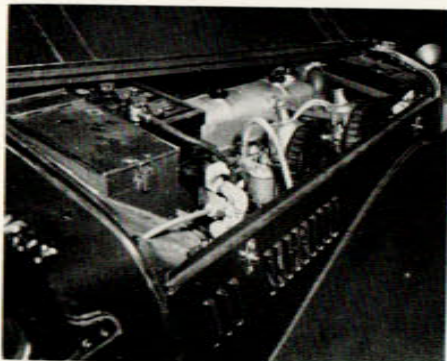
AUTOMOBILES

(Continued from page 6)

comes out with flying colours. Just as we were starting the speed tests we passed a stationary municipal policeman, so to be on his right side, we stopped and mentioned what was being done and hoped that he had no objections. No, he didn't mind, but he rather hurt our feelings by saying: "But that's an awful old model to be doing a test on?"

In town the car is easy to drive, stops well, and accelerates smoothly, though the driver has to do quite a bit of paddling with the gear lever. Personally, I'd prefer a car whose steering wasn't so stiff for town work, yet this may be a characteristic of this one particular car. Unless you soup up the car I don't think you'll have too

much success in racing the 1954 domestic car from a stop light. The car corners very nicely with little roll and feels absolutely safe at all times; like the other models of the M.G. I'm quite sure the car will spin every time rather than turn over if the driver loses control. I found the clutch a bit sensitive for my tastes, but that is another item that is got used to with the car—anyway it certainly grabs hold and doesn't slip! The brakes proved themselves excellent and snapped the car to very rapid halts every time with no fade. As for a cruising speed I feel that the TF is happy anywhere between 60 and 65, but that could be pushed higher if necessary without harming the engine.



Larger carburetors and new hood releases are obvious improvements here.

I must admit that I thoroughly enjoyed every minute of that test despite the rain and Manitoba's roads. I only wish that I could have as much fun with every other car that I test! "Fun" is the keyword of the M.G., that's what it's built for and that's what it does for you. For someone who want a sports car that is cheap, practical and well built you just won't beat an M.G. TF, no matter whether you are 18 or 80. And don't worry, I once knew an old lady of 82 who owned an M.G. TC and got a terrific kick out of every minute's drive!

Next Test: TR-2 and Nash Metropolitan.

HISTORY OF RCAF

(Continued from page 2)

Nelson, B.C. (Apr.) RCAF celebrated its 25th anniversary.

1950 — (Mar.) First Maritime Reconnaissance Squadron (405) formed at Greenwood, N.S. (July) 426 Transport Squadron began Korean Airlift.

1951—(Jan.) Personnel of 421 Fighter Squadron left Canada for operational training with the RAF at Odiham, Eng. (May) First NATO aircrew graduates received wings. (May) Recruiting for the Regular RCAF opened to women. (Nov.) No. 1 Fighter Wing, the first RCAF post-war overseas operational base formed at North Luffenham, Eng. No. 410 Fighter Squadron arrived in England.

1952—(Jan.) A/M C. Roy Slemon succeeded A/M W. A. Curtis as Chief of the Air Staff. (Apr.) 1st CF-100 All-Weather Fighter Squadron, No. 445, formed at North Bay, Ont. (June) First trans-Atlantic jet flight by RCAF aircraft, operation Leapfrog 1, made from Canada to North Luffenham by 439 Fighter Squadron. (Oct.) 56 Canadian-built Sabres flown on operation Leapfrog 2, arrived at Grostenquin, France to form No. 2 Fighter Wing.

1953—(Mar.) Three Sabre Squadrons flew Atlantic in Leapfrog 3 to form No. 3 Fighter Wing at Zweibrücken, Germany. (May) RCAF received its first British-built Comet jet transport and became the first military air service in the world to use jet transports. (July) Canada and the United States tested their air defences during the joint exercise "Tailwind." (Sept.) No. 4 Fighter Wing formed at Baden Soellingen, bringing to 12 the total of RCAF squadrons overseas.

1954—(Feb.) RCAF plans to obtain Britannia and Neptune aircraft to re-equip Maritime squadrons announced. (Feb.) First Mark V Sabres powered by Orenda jet engine flew across Atlantic for service with RCAF Air Division. (Mar.) Avro "Anson" aircraft were retired from service. (May) 426 Transport Squadron ends its 4-year operations on Korea airlift. (May) Defence Minister Claxton announces Canada to give 54 Sabres to Greece and Turkey under Mutual Aid Program.

CINEMA

G—General A—Adult

August 8
 NAKED JUNGLE (G) Eleanor Parker
 Charlton Heston
 August 9
 JOE LOUIS STORY (G) Hilda Simms
 Paul Stewart
 August 10
 99 RIVER STREET (A) Evelyn Keyes
 John Payne
 August 11
 TRADER HORN (G) Harry Carey
 August 12
 BEACHHEAD (A) Frank Lovejoy
 Tony Curtis
 August 13
 TOP BANANA (G) Rose Marie
 Phil Silvers
 August 15
 EXECUTIVE SUITE (A) June Allyson
 Wm. Holden
 August 16
 MAIN STREET TO BROADWAY (G) Rex Harrison
 Henry Fonda
 August 17
 TERROR ON THE TRAIN (A) Ann Vernon
 Glenn Ford
 August 18
 FLAME OF CALCUTTA (G) Denise Darcel
 Pat Knowles
 August 19
 LADY WANTS MINK (G) Dennis O'Keefe
 Ruth Hussey
 August 20
 CONQUEST OF COCHISE (G) Joy Page
 John Hodiak
 August 22
 EDDIE CANTOR STORY (G) Keefe Brasselle
 August 23
 JIVARO (A) Rhonda Fleming
 Fernando Lamas
 August 24
 FIGHTING KENTUCKIAN (G) Victor Mature
 HOME BY THE RIVER (G) (Double feature)
 August 25
 HOODLUM EMPIRE (A) Claire Trevor
 Brian Donlevy
 August 26
 VEILS OF BAGDAD (G) Victor Mature
 Marie Blanchard
 August 29
 KNOCK ON WOOD (G) Mai Zetterling
 Danny Kaye
 August 30
 FLIGHT TO TANGIERS (A) Corrinne Calvet
 Jack Palance
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 Sundays: 6.30 and 8.45
 Monday to Thursday: 7.30
 Friday: 7.00

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Back row, left to right: F/C's Walker, Luck, Whitehead, 2/Lt. Libeer, F/C's Henderson, MacDonald, Parker, Lee.
Front row, left to right: F/C Rea, 2/Lt. Decloe, F/O MacDonald (Instructor), Sgt. Pairoux, F/C Mitchell.

2 Lt. J. J. P. de Cloe
Nickname: Jeff.
Appearance: Bloodshot!
Favourite Expression: ?
Ambition: To find an apartment key.
Probable destination: Locked out.

F/C W. Henderson.
Nickname: Red.
Appearance: Sleepy.
Favourite expression: When will this course be over?
Ambition: 101% in A.I.E.
Probable destination: Vague.

F/C D. N. Leigh.
Nickname: Junior.
Appearance: Flush.
Favourite expression: But I haven't got any more money.
Ambition: To save some.
Probable destination: Broke.

2 Lt. P. T. F. Libeer.
Nickname: Satlap.
Appearance: Glass in hand.
Favourite expression: But I don't drink.
Ambition: To own a bar in Brussels.
Probable destination: Belgian Club.

F/C B. I. Luck.
Nickname: Lucky.
Appearance: Prone.
Favourite Expression: Censored.
Ambition: None.
Probable destination: Assiniboine Hotel.

F/C A. F. MacDonald.
Nickname: Angus.
Appearance: Questionable.
Favourite expression: Who wants to throw pennies.
Ambition: To get his bagpipes out of hock.
Probable destination: Maws.

Sgt. J. E. Pairoux.
Nickname: Jak.
Appearance: Tourist.
Favourite expression: Bourbon over the rocks.
Ambition: A flying station.
Probable destination: Navigation instructor.

F/C K. B. Parker.
Nickname: Jessie.
Appearance: Shiny.
Favourite expression: I've got to shine my shoes.
Ambition: To invent non-tarnishable shoes.
Probable destination: Shoe shine stand.

F/C J. E. Rea.
Nickname: Dad.
Appearance: Slightly red.

(Continued on page 32)

GRADUATING CLASS 5314 LR



Back row, left to right, F/O Coucill, P/O Hollingsworth, A/P/O's Dipper, Ball, F/C Gilmer, A/P/O's Foot, Topham, Barnard, Graham, Vere-Sharpe, Woodward.
Front row, left to right: F/C Slette, A/P/O's Persad, Thomas, Potter, F/O Forgie (Instructor), A/P/O Bayley, F/C Hanusiak, A/P/O Wallis, F/O Dench.

Fortunately, this never really happened. But suppose it had . . .

From out of the west, a thin blue line, which, needless to say, had no associated weather, crept across the weather map towards that city of lost navigators, Edmonton. There was intense surface heating, there was a tornado, and, worse still, there was 5314(LR). Into the thundering line of CB, with hearts high and gyros wildly precessing, they flew. Beechcraft Inc. were not surprised next morning to receive an order for fifteen Expeditors.

The great day was naturally rich in famous last words. "But, sir, I still don't understand" said Andy Beaven as the API hurtled towards him. Acting Pilot Officer (formerly Acting Rear Admiral) John Vere-Sharp squatted in a pool of flaming aviation fuel crying,

"I will survive! I only bet on certainties!" Barry Ayscough, who had met with this situation before, simply sat rigid and laughed. Tony Potter had just disagreed with his pilot and his last words, although very moving, are hardly printable. Geff Coucill had nothing to say as his aircraft dived, appropriately enough, into Cooking Lake, and John Burgess could only remark that it would never have happened at Cranwell.

For a time, gloom settled over Winnipeg. Charge boards sighed in vain for the familiar odour of Two-Gun Gilmer's flick-of-the-wrist-rolled cigarettes as he waited nonchalantly in his accustomed seat. A Main Street bootlegger who had grown rich selling Tetley's Ales to Roy Woodward ("This is what we drink in Yorkshire like,

where I cum froam") grew poor again. There was a deathly hush in the Aragon Dance Hall, where everyone — or everyone worth knowing — was looking for George Dupont. Those who roomed within a hundred yards of Chris Ball found they could sleep at night, without being rudely awakened either by strange electrical oscillations or by Don Dipper.

The last to be missed, perhaps, were Barry Wallis, who was never seen after work anyway, and Mike Topham, who was seldom seen at all.

It must be admitted that Whytewolde Road never looked quite the same without Eric Dench's car two feet deep in the mud and Eric Dench a good two feet deeper. The crack of dawn sounded different without the additional noise of "Land of my Fathers" as Harry

Thomas shaved, or Dave Barnard's bluff "I really must get down to it, Old Man, and do some work." The Post Office staff had to be reduced after Brian Bayley's Valentines stopped arriving. There was no longer any John Foot, of unusual vertical development, or Shri Persad, who had usually appeared in the full dress uniform of the president of the Dominican Republic. No one could recite "Eskimo Nell" with no Ron Hollingsworth to prompt them. Most serious of all, perhaps, people with sterling cheques to cash could no longer find Bob Graham.

The scene of greatest tribulation, however, was elsewhere. Far to the north of North Main, a cosy little spot known as "Maw's" seemed like an empty shell without "Slopalong Happily" Mackenzie explaining to an intoxicated audience that an "issosheles" triangle had at least two or three sides or "Shorty" Quinn leaping over the fence in parachute harness with the respectable folk hot on his trail. Lawmen in Winnipeg's dreaded North End looked in vain for "Kid" Lenton, fighting drunk after bolting a whole crate of coke, or "Gran" Humbeck looking worried between his whiskies and floozies. Where was the sun-bronzed frame of Ed Hanusiak, pickled in vinegar, or Big Bob Boback, usually pickled in something a bit more high-class? No one knew of course, where Réal Bernard had got to, but then no one had ever quite known where he came from.

Those in authority seemed to take

the matter more philosophically. Some of them, in fact, knew they wouldn't come back. A vacancy for the Course Director and his dog was soon found in Air Training Section, where they had little time to fret over their lost course. Count Snorro Snogssen, of the Norwegian Embassy, came to confer on Ivor Slette a posthumous medal for jumping, the decoration being pinned to the dead man's bedspace. As the ANS — or part of it — underwent their thirteenth practice for the funeral

parade, they were admonished thus by an officer: "If you have black armbands, wear them on your arms; if you haven't, don't."

But the prize for equanimity must, as always, go to the meteorologists. After gazing for a long time at the charred bodies, a gentleman with a name like "Rime icing" was heard to remark: "I did say there was a possibility that frontolysis might not develop quite so soon as was indicated in the prog."

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TECHNICAL NEWS

(Continued from page 19)

tracted. The airplane was brought to the edge of a stall—what pilots term “approach stalls”—to test the transport’s reaction and control at low airspeeds. The airplane landed at Boeing Field, Seattle.

July 17—Flight II, 2 hours, 25 minutes—Continuation of low and medium altitude airplane shake-down. On this flight, the airplane reached 27,300 feet altitude and 485 miles per hour true airspeed. Lateral control was again studied at higher speed. Air-conditioning and windshield heating were checked.

July 19—Flight III, 2 hours, 19 minutes—High altitude shakedown. The airplane proceeded to 42,000 feet. It reached a maximum speed of about Mach .8—550 miles per hour—at high altitude. Systems and control effectiveness were studied at high altitudes.

July 20—Flight IV, 1 hour, 49 minutes—Alternate means of operating certain components were tested. All alternate methods functioned satisfactorily; flaps were

lowered manually to “fully down” position. An “overshoot” (an “overshoot” is carried out after an airplane is on final approach and, for any reason, can’t complete the landing) was carried out in a “very satisfactory” manner. Beginning with this fourth flight, L. A. “Bert” Binegar, jet transport project flight test engineer, and Bell Whitehead and Paul Clark, flight test engineers, also flew in the airplane.

July 20—Flight V, 21 minutes—Low speed, low altitude test.

July 21—Flight VI, 3 hours, 55 minutes—After takeoff, the 707 climbed to operational altitude at maximum climb power setting so that engine cooling and pressure data could be obtained. Sound level measurements were taken in the cabin. Engines were shut off and re-started at operational altitudes in a completely normal manner. Normal descents, at from 5,000 to 6,000 feet per minute, were made from operational altitude with “airbrakes” extended on the wings and landing gear down. These descents

were made to test tank vents. Performance tests were carried out with a “trailing bomb” static source added to the airspeed indicator system to obtain a calibration of the airplane’s airspeed measuring system.

July 22—Flight VII, 3 hours, 3 minutes—Full stall investigated. A “cold soak” test was made at high altitude to determine if all parts of the airplane functioned when they were subjected to the low temperatures present at the height at which the airplane will normally fly. A brief check was made of the ability of the 707 to hold formation with the B-52 as it would in aerial refueling.

During all tests, the cabin air-conditioning and pressurization system has been in operation, and has functioned satisfactorily. The 3,400 pounds of test equipment which occupies the forward part of the airplane’s passenger deck has been steadily collecting data. The equipment includes oscillographs, a photo recorder, Brown temperature recorders, and a tape recorder to determine sound level.

Station Winnipeg takes part in Duke of Edinburgh Visit to Canada

When HRH the Duke of Edinburgh visits CJATC, Rivers, August 1, and Churchill on August 11th, Station Winnipeg may feel justifiably proud that it will be playing an important role in telling the story of the Royal Visit to the rest of the world.

The Station has been selected as a distribution point for press copy and films on the Duke’s visit to the two Manitoba points. The Station photo section will be utilized as a processing and distribution centre for the pool press party’s film and news copy.

The pool press party consists of 16 news representatives of Canada, and the U.K., organized by the Central Committee for the Royal Tour in order that the public may be well informed of HRH’s visit to Canada. They will follow the Royal Tour C-5 in an RCAF North Star stopping at every point the C-5 does.

Dakotas from 111 C & R and No. 2 ANS will participate as courier aircraft. They will be required to meet the North Star at Rivers and Churchill to pick up and return all films and news material, and to return it with despatch to Station Winnipeg for processing and release to the news media in order to meet press deadlines.

Photographs of the Royal Visit will be released in the next edition of Voxair.

2 ANS Pilot Weds



F/O AND MRS. R. F. SINCLAIR

On July 15th at 34 Amherst St., Winnipeg, F/O Bob Sinclair (2 ANS Flying Wing) and Miss M. Panczuk were united in marriage by F/L M. M. Holobow. The couple will reside at St. John, Quebec, following the bridegroom’s transfer to the Manning Depot there.

F/L J. HARRIOT

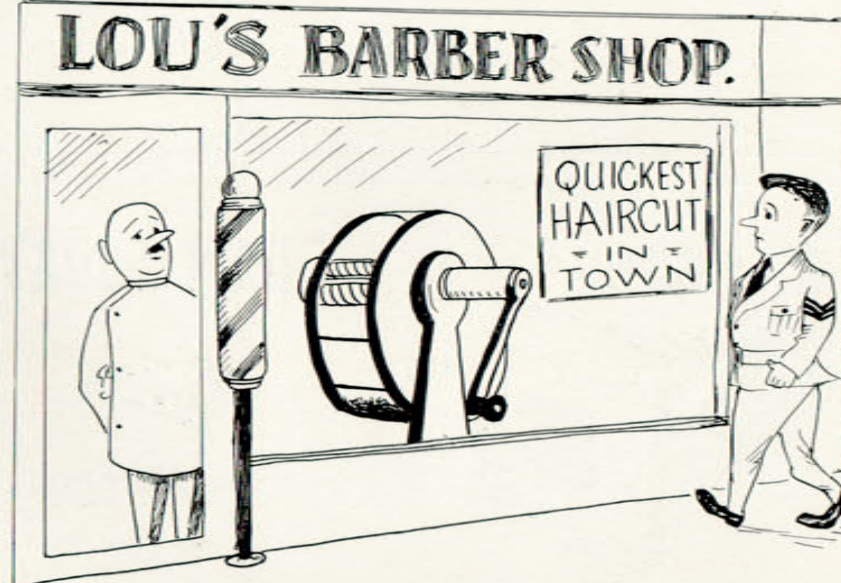


Flight Lieutenant Jack Harriot of Winnipeg returned here recently after three months duty in Paris, France.

F/L Harriott has served at 14 Training Group Headquarters, Winnipeg, as an Education Specialist Officer for the past two years. He was sent to Paris to assist the NATO screening officers in preparing a series of English language lessons to be used

in teaching English to the NATO aircrew who will be coming to train in Canada.

Leaving Winnipeg in January, he flew in an RCAF aircraft to Paris, returning with the Airforce flight via the Azores.



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NORTH SIDE DRILL HALL

INTREPID BIRDMEN (Continued from page 10)

model planes in her spare time which is shared with accordion playing. Dolls hold no interest for her.

Maureen will have to wait until she is 16 before she is permitted to solo and until she is 17 before she can obtain her private flying license. In the meantime, Mr. Laing is going to continue her flying training.

Maureen is very interested in the RCAF and their planes. She can tell at a glance the names and model numbers of all the Air Force planes, both jets and prop. types of both the U.S. and RCAF that come to Edmonton. She has a photo collection of 125 different Military Air Force and civilian planes, of which she is very proud.

At the moment she thinks that

when she grows up she will want to become a pilot and has her heart set on being a test pilot in the air force. This may seem a bit ambitious for a young lady but, after all, how many pilots in the RCAF can say they were ready to solo at the age of 10?

5314(AI)

(Continued from page 27)

Favourite expression: Let's scive.
Ambition: To scive as much as possible.
Probable destination: Canteen.

F/C Walker.

Nickname: Punchy.
Appearance: Globular.
Favourite expression: What's wid you Jack?
Ambition: To scive as much as Rea.
Probable destination: Polo Park.

F/C J. D. Whitehead.

Nickname: Whitey.
Appearance: Yes.
Favourite expression: No joy.
Ambition: To get up for supper on Sunday.
Probable destination: Nil.

PLANE FACTS

(SEE BACK COVER)
NEW RCAF TRAINER

The Beech-designed T-34A, two-place primary trainer is powered by a 225 hp Continental engine with a constant speed propeller. It has a top speed of 180 mph, a service ceiling of over 20,000 feet, and a range of 785 miles. The trainer is equipped with fully-retractable tricycle landing gear having a steerable nose wheel. Gross take-off weight is approximately 2,900 lbs.; wing span is 32 feet 10 inches, and length is 25 feet 11 inches. The T-34A has a safety factor of 10 and has no acrobatic restrictions. Its defrosting, defogging, heating and ventilating equipment, and instrumentation make it suitable for training missions under a wide variety of flight conditions.

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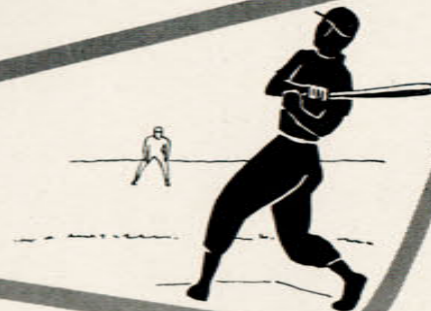
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