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## IN THIS ISSUE

*Ed Nicol Says —*  
"I SIPPED WITH  
NELSON"

*Turkey*

By DOROTHY WHITE

A HISTORY of JAZZ

MAY 13, 1955

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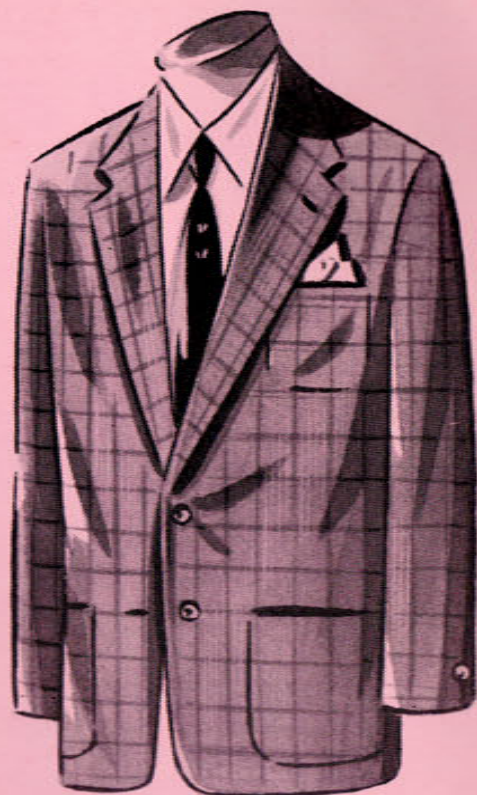
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## EDITORIAL

### "I DON'T LIKE THIS STATION"

By S/L R. P. CONDON

(Reprinted from "The Albatross," Summerside, P.E.I.)

FROM White-Horse to Torbay, from Maine to Texas, at home and  
abroad, wherever people congregate on a military base someone  
will say at least once a day, "I don't like this station." They are a  
minority group at this period of our history because the genuinely  
dissatisfied are no longer in the armed services.

Although a minority group they cannot be ignored. It is a healthy  
outlook, if based on rationality, not to be satisfied too easily. As a matter  
of record, progress has come only through someone not being satisfied  
with the status quo. Lincoln, standing in a slave market, wasn't satisfied  
with the sale of human beings. Edison, as he walked along a street  
lighted by flickering gas lamps, was not satisfied with the poor illumina-  
tion. Engineers weren't satisfied with the first combustion machines.  
This eternal quest for perfection has meant much to our comfort and  
technological advancement. The eternal quest for justice and beauty has  
meant much for our standards of morality being carried forward to  
brotherhood and decency.

Dissatisfaction based on self-pity, self-deception and self-evasion  
contributes nothing to humanity's well-being except gloom. So often the  
theme of the dissatisfied becomes, "There's nothing to do." One hears  
children in a house on a rainy afternoon complain of the same thing.  
But they are children and therefore their attitude is excusable. To hear  
an adult make this complaint is depressing. By reducing the problem  
to its simplest elements one discovers that what is meant is not that  
there is a lack of things to do but that the lack is felt that not enough  
is being done for that person.

They are happy to have someone arrange for theatre programs and  
then express dissatisfaction with the pictures chosen. They are pleased  
to have someone arrange a dance and then express dissatisfaction with  
the orchestra chosen. They want someone to look after the library and  
grumble about the type of books selected.

If the slogan, "There's nothing to do," were changed to, "What can  
I do for the station," the result would be gratifying. There is nothing  
wrong about being dissatisfied—there is something almost hideously  
immoral about doing nothing to correct the source of dissatisfaction.

There are groups on any station in need of volunteers for their  
various programs of improvement, entertainment and fellowship. In  
these groups you find no one who complains of there being nothing to  
do. If they complain it is only about the lack of time in which to  
accomplish all that they aim to do.

Or again—those who say, "I don't like this station," complain, wher-  
ever they are, about the area in which the station is located. This is more  
or less natural because there is no place like home. If a person is located  
in the Maritimes in his service career it is quite common to hear the  
remark that, "Back home the weather is never like this." A survey of  
a Met chart taken on the same day is interesting. There is no one  
province in Canada that offers any outstanding advantage of climate.  
The West Coast? I spent three pleasant years there—however, one year  
I had a flood, the next winter was "very unusual," and the third  
winter recorded the highest precipitation along with the lowest tempera-  
tures of any other. Examine suicide rates in the various provinces and  
see which one leads the other in this field. Westerners living in the  
Maritimes trudge through the snow muttering about the cold when any  
thermometer will indicate that the present temperature is 25 above.

(Continued on page 27)

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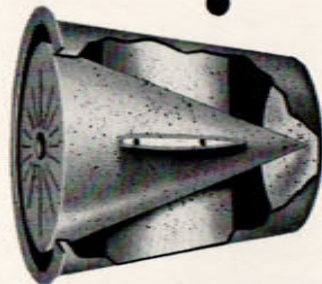
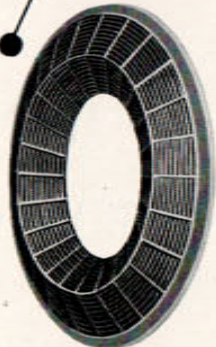
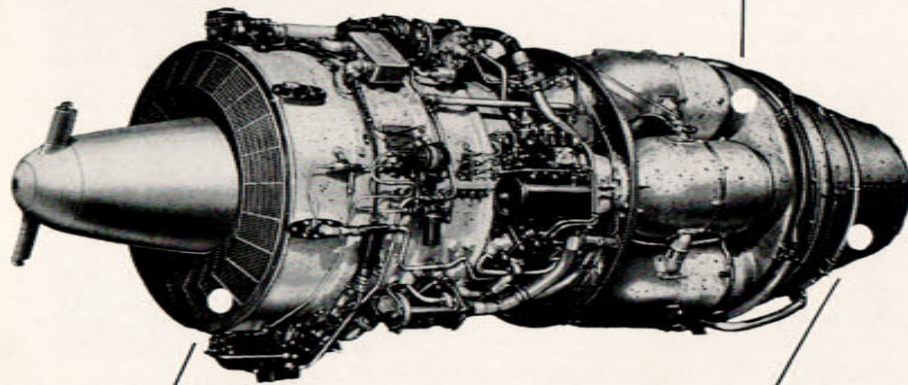
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(Photo by J. A. Ford)

## Personality

MISS IRENE BOTINK

BORN and raised in Winnipeg, Irene received her schooling at Isaac Brock and Daniel MacIntyre Collegiate Institute. She started becoming involved with the service when, in 1946, she became a stenographer in the Winnipeg Department of Veterans Affairs, Central Registry. In October, 1948, Miss Botink was transferred to the Department of National Defence (Air), to Group Headquarters—later designated Tactical Group Headquarters.

Her present duties involve taking dictation from Air Commodore J. G. Bryans, Group Commander, his Executive Assistant F/L R. I. Tyler, and the Camp Commandant F/L J. D. Leach; maintaining a daily diary of 14 Training Group events and visits; keeping the minutes at conferences; and other related duties.

Irene recalls that when she first arrived Air Commodore M. Costello was the Group Commander, and that Station Winnipeg and

Group Headquarters were housed in the old Ground Instructional school building. The total strength of both Station and Group at that time was approximately 250.

Two important operations which Irene remembers were "Operation Sundog" and "Operation Sweetbriar"—joint Army, USAF and RCAF exercises which took months of preparation, with Tactical Group as the RCAF co-ordinating authority. Irene recalls that she was never bored in those days, for in addition to having really interesting duties, staff shortages kept her on the go.

She remembers, too, "Operation Sandbag" in 1950, when with the swelling of the local rivers, station strength swelled to about 3,000! Personnel from the Services were brought in to help out during this critical period in local history.

In August, 1951, Tactical Group moved to Edmonton, and 14 Training Group was formed in Winnipeg. September, 1951, found Irene working for Air Commodore Bryans, the new Group Commander. Now, as then, Miss Botink considers the Air Commodore one of the finest persons for whom she has ever worked.

A little dress designing, golf and bowling (the average score she would "rather not reveal"), and dancing in Latin American style, are among Irene's hobbies. She can pick out a tune on the piano, and her taste in music is for light opera.

This very busy young lady hopes some day to be able to travel to some of those "far-away places with strange-sounding names." We hope her dreams come true.



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# I SIPPED WITH NELSON

By ERIC NICOL

(From "Twice Over Lightly"—courtesy Ryerson Press)

THE other evening I was invited to a cocktail party in honour of Mr. Nelson Eddy. When you're a newspaper columnist you get invited to things like that. It is what you have instead of money, a home, wife, kids, security and the respect of the community.

That is why newspaper columnists at these cocktail parties drink like drains, their beady eyes flickering about the room in search of food. A veteran columnist can be deeply engrossed in what a celebrity is saying and at the same time be reaching one arm around a fat lady to shag an olive. The writing part is easy.

As soon as I entered the hotel reception room where the cocktail party was being held, I recognized Nelson Eddy. He didn't recognize me, or if he did he didn't let on. Nobody else seemed to recognize me either (the room was pretty smoky), so I slipped into my aloof, spectator-of-life's-follies pose.

When I find myself alone at a party I always play this aloof role in which I like to think I resemble George Sanders. The resemblance has so far escaped other people, who instead take me for a waiter that is shirking his duty.

So I was glad when a waiter brought me a drink and a lady came up to say:

"Excuse me, but I just want to tell you how much I enjoy reading your column."

"Well, thank you," I laughed, letting the monocle fall out of my eye.

"But," she said, "you don't look at all like your pictures, Mr. Ruark."

"I look different if you take me into the daylight," I snarled.

Another waiter offered me a trayful of the little loaded crackers that they always have at cocktail parties, and I was upset enough to take one. These nerve-testers comprise a cracker the size of a fifty-cent piece, covered with a layer of paste in which are imbedded shrimps supporting a pickle on which rolls an onion in constant, uneasy motion.

The trick is to get all this into your mouth without having a shrimp or pickle do a one-and-a-half gainer into your drink and spray rye into your eye. I was just wiping my eye when my host invited me over to meet Nelson Eddy.

Mr. Eddy and I shook hands and I said:

"I hope you'll enjoy your stay in Vancouver," and the eye with the rye in it winked at him.

"I hope I can get my laundry done," Mr. Eddy said, a bit wanly.

"You shouldn't have any trouble there," I said, winking like crazy.

Mr. Eddy and I sort of drifted apart then. As he turned his back

I noticed that we were both wearing suits of green shark's tooth, only my shark's tooth came from farther back in the mouth.

I was also struck by his extreme youthfulness. He looked as though he might at any moment strip off his green suit to reveal buckskin, snatch Jeanette Macdonald from under a table and ride off yodeling excerpts from "Naughty Marietta."

"Did you meet him?" a young lady asked me, in passing.

"Yes," I said, "he's still young-looking, isn't he? Looks just the same as he did in 'Rose Marie'."

"I guess so," she said. "That was before my time."

I got another drink. Then the photographers arrived and posed a picture of Mr. Eddy offering a trayful of loaded crackers to little girl.

"Lickety, pickety, schmicket, nickety, poo," Mr. Eddy said, the little girl smiled, and the picture was taken. Mr. Eddy then went back to talking to a somewhat older girl, one in a low-cut gown.

About that time I found myself slipping into George Sanders again, so I treated the room to one last mocking glance and made for the elevator.

I shall, naturally, report to you on any other celebrities I hobnob with, and you must tell me about interesting people you meet. Deal?



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By

F/L PAUL GORIEU  
 Roman Catholic  
 Chaplain

**Chaplain's  
 Page**



**WITHOUT GOD**

**There is No Solution to the Riddle of Life**

FOR years the best-selling non-fiction have been books on how to gain peace of mind. But even these well advertised cure-alls don't help much if they leave God out of the picture. Without God there is no possible solution to the riddle of modern life.

Fortunately we do know what life is all about. We don't have to throw up our hands in despair and admit that life is meaningless. Nor do we have to take a chance that the secret of the ages lies in this that new idea. We "know." We know because of faith, because God has told us the answer.

Faith is knowing. It is an act of the intellect, our intelligence, by which we accept as true whatever truths have been revealed by God. It is not a vague, good feeling inside that everything is going to be all right. It is an intelligent acceptance of those truths which God has revealed to us.

If the world needs anything today, it needs truth — not theory, not hope, not blind stabs in the dark — but truth. Many of today's so-called educated people affirm that there is no such thing as absolute truth. They say that what is true today is false tomorrow. This is the intellectual time that festers in some of our great universities and has spread throughout the country. Truth and error are constantly being changed to fit the times.

But no matter what our critics allege, we have fixed and permanent truth from the lips of God Himself. The whole of Christian revelation is nothing but the sum total of the truths that Jesus Christ, God Himself, asks us to accept on His authority. He was the light Who came to enlighten every man with the truth of God.

Some claim they believe nothing they cannot see for themselves. They say faith is all right for peasants, but not for them—to believe what you cannot see is too much to ask. But they forget that almost everything they know comes from some authority they accept without question.

Consider how much of our knowledge is acquired from human testimony. We don't have any first-hand evidence that Julius Caesar conquered Gaul. We don't really know that there are 400 million people in China. For most of us the facts of history, geography, and the physical sciences are learned and believed on human authority. How irrational it is to reject the authority of Jesus Christ. Who was both God and man, and Who proved His divinity by his Resurrection.

All of us have been created by the same Father for the same purpose: to live with God forever in Heaven. The journey that ends with the vision of God for all eternity begins with a simple act of faith by which we believe all that God has revealed to us.



A three-day mission was held in both station chapels on Monday, Tuesday and Wednesday of Holy Week. Above is a view of the capacity crowd which filled the Roman Catholic chapel each morning to hear Reverend Father H. Delisle, o.m.i., of the Oblate Fathers' Mission band in Manitoba, who conducted the mission. Two services were held each day, one at 11 a.m., the other one at 7.30 in the evening, and over a thousand attendances were recorded. The mission was organized by F/L Paul Gorieu, Roman Catholic Station Chaplain.



# CURRENT AFFAIRS

Edited By



DR. L. A. GLINZ

Current Affairs Adviser—  
Joint Services

For some years after the war there were not a few who said that Britain had had her day, that, exhausted by war and faced with the new giants, the United States and the Soviet Union, she was no longer a great power. These people are beginning to revise their estimate. A new, prosperous, progressive Britain, strong in spirit, is steadily returning to a place of leadership.

**"WE ARE GETTING ALONG NICELY,  
THANK YOU"**

**— THE BRITISH**

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2. "British Miracle and Mirage," by Thomas Bagloagh in "*Foreign Affairs*," April, 1955.
3. "Britain Bounces Back," by E. J. Hughes in "*Life*," reprinted in *Reader's Digest*, April, 1955.

WHEN the Conservative government took office in 1951 the prospects were dark. The Labour government had done much for the country at home and abroad, but controls, restrictions, austerity, high defence costs, trade deficits, empty shops and empty ships were the order of the day. In 1955, an American observer writes: "The British people today enjoy a prosperity unknown in their entire history: they have come nearer than any other people to exiling poverty from their land; they are thus equipped to continue to play the role of a great power on the world stage; and finally they expect the future to be better yet."

The same writer gives some evidence for his opinion—the health of well-fed youngsters, Englishmen again eating roast beef, confident, well-dressed people, automobile exports double those of the United States, tripling of hydroelectric power in Scotland, trade and budget surpluses, total national employment, and much more.

*One humble citizen sized up the situation in this way: "We 'ad a rough time for a bit. But as me mum used to say, it ain't always pudding on the table. We're all right now. Things are getting better."*

Confidence, a quality all too rare in the world today, prevails in Britain—this despite troubles and problems as difficult as in other lands. What one of the greatest Americans, Ralph Waldo Emerson, once said, appears still to be true: "I find the Englishman\* to be him of all men who stands firmest in his shoes."

Among the reasons for faith in themselves and their future is the continuing proof of their inventive genius and engineering skill. In the atomic energy field, for instance, they started from green fields in 1946 and today have plants that are capable of producing the H-bomb. Within two years they will be producing electricity by means of a nuclear reactor on a commercial basis—the first to do so in the Western World. Britain

\* For the consolation of those who live in that important part of Britain called Scotland let us quote Philip Guedalla: "An Englishman is a man who lives on an island in the North Sea governed by Scotsmen."

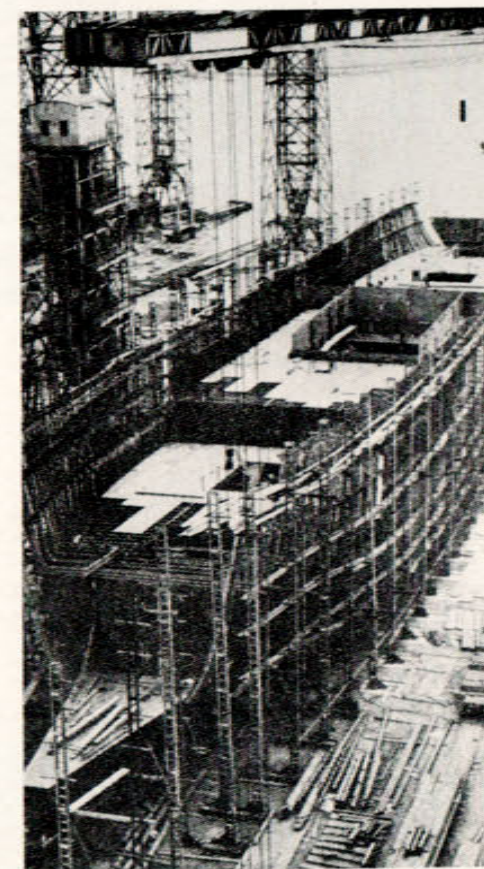
has never lagged in new developments in aviation. Trans-Canada Airlines' new turbo-jet, the "Viscount," is a recent sample of the excellence of British aircraft engineering.

Achievements in the electrical field also point to Britain's leadership—except in mass production. The Chairman of the Associated Electrical Industries had this to say, "The United States can beat us almost any time on standardized products, but when it comes to special-order projects in our field, we will never lose." Consequently Britain has sold giant generators in

the United States, electric trains in Bolivia, power stations in India, transformers in the Netherlands, and X-ray machines in Japan.

One reason for better times is the great increase in production. For instance, 325,000 houses were built in 1954. Unemployment has almost disappeared. Canada in the late winter had over 500,000 unemployed. Britain with more than three times the population had only about 225,000. As a result of greater output a large deficit in international trade has been converted into almost as large a sur-

(Continued on page 30)



1. Shipbuilding in progress at a shipyard in Glasgow, Scotland.



2. A perspective view of the new steerable radio telescope which is to be built at Jodrell Bank, Cheshire.



3. The Windscale plutonium-reduction factory at Sellafield, Cumberland.

# Turkey

—By NURSING SISTER DOROTHY WHITE



Merchants and artisans, gossiping and haggling in many tongues, ply their trades in more than 3,000 shops and workrooms, lining some four miles of Istanbul's streets and alleys.

The Grand Bazaar sits under one vast roof, where shoppers find goods to suit all purses. Antique buyers from all parts of the world bargain for Oriental rugs, hammered copper-ware, furs, silks, shawls, and jewellery. Most shops have changed little in centuries, but some boast neon lights.

Near the cubby holes of the bazaar are department stores and specialty shops as up-to-date as any on Portage Avenue. They sell everything from washing machines and typewriters, to bobby pins and nylons.

This is Turkey—the most easterly country in the NATO alliance. Situated at the eastern end of the Mediterranean Sea, part of its territory lies in Europe, though most of it is on the Asiatic side of the Bosphorous. It has a frontier with Russia and guards the southern flank of the free world's boundary in Europe.

"We eat much the same food, only more vegetables—boiled with

oil or butter in water. Our geographical position also makes fresh fish a main dish. We eat about five times a day, with fresh fruit, the last evening meal, being a must, and we drink plenty of tea." Thus explained Lt. Mehmet Bilir, one of nine Turkish officers at present taking the Navigation Course at Station Winnipeg, under NATO.

"Our country experiences the

same four seasons as Canada, only they are not as extreme! In the East portion we have cold and snow and, of course, the Mediterranean brings us the climate which attracts visitors."

The blue Bosphorous flowing between the castled slopes of Europe and Asia links two seas, the Mediterranean and Black through the Marmara Sea and Greek Sea. It

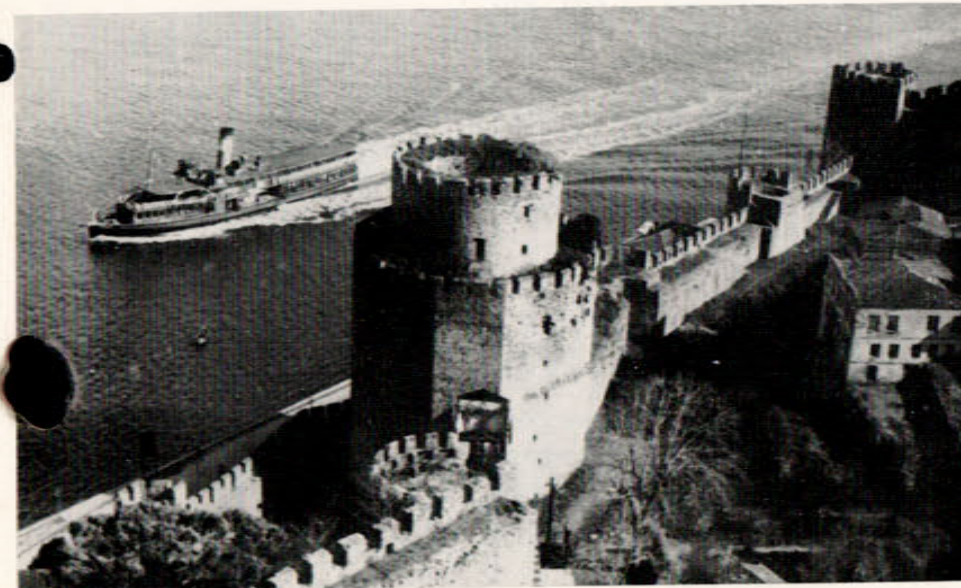


is one of the main highways for import—manufactured goods, such as motor cars, frigidaires, nylon; and export—chiefly wheat, cotton, and chrome.

The government of Turkey is that of a constitutional republic with a National Assembly. From the provinces 450 representatives are elected by the people for the Assembly. These representatives elect a President (now Celal Bayar), who chooses a Prime Minister (Adnan Menderes), who in turn chooses 14 Ministers. The party in power is Democratic.

Eighty percent of the Turkish people are engaged in agricultural work, and now, for the first time, the ever-essential tractor is being manufactured right in Turkey. "The Marshall Plan Dollars" are the contributing factor here, while another major project of the Plan is the installation of electric power plants in strategic positions in the country. The dollars and machinery also enable the Turks to transform miles of camel and donkey trails into all-weather roads stretching from inland farms and mines to Mediterranean, Aegean, and Black Sea ports.

These new highways will strengthen the Republic's defences, increase exports and hasten development of mineral resources. Nearly 20,000 tons a year of much-needed chrome, from the richest deposits in Turkey, leave for America. The vast difference which formerly existed between provin-



cial travel in Europe and travel in Turkey no longer exists!

Wrestling is the national sport of Turkey—in fact, she holds the world championship. Soccer, or football as the Turkish people call it, is the next in line—"Our army team defeated France's team last month," said Lt. Bilir with no small amount of pride. "Hockey, rugby, skiing, swimming, and tennis—all the sports which you Canadians enjoy—are also enjoyed by the Turkish people."

Education in Turkey is of the utmost importance. Children begin their primary schooling of five years at the age of 6. Attendance

at High school is for seven years, after which the students attend University, where they begin studies for their various chosen professions. Primary, Secondary which is three years, Lisé which is four years, are offered free, but children may attend available private schools. Young Turkish girls may attend a girls' college (and the majority do) where all domestic talents are taught—cooking, sewing, and tailoring. All subjects are taught in the Turkish language, but students are required to learn either English, French or German. In the military Lisé Russian can be learned.

Almost all careers are open to women. Turkey has more than 12,000 female teachers and nearly 36 percent of Turkish students are girls.

Women, enfranchised in 1934, have served in the Grand National Assembly since 1935, when 17 female deputies were professional women. Others sit as judges. Young Turkish girls think many of the same thoughts, see the same movies, read the same books, and hum some of the same tunes as those of Vassar. Florya and Florida have the same beach styles. But in remote parts of Turkey the older women still veil part of their faces. Many Turks are conservative about letting women displace men in industry.

(Continued on page 34)

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# MAGIC FORMS

By JOHN R. HENDRICKS

## MAGIC CUBES

In the last article I showed various examples of magic squares. The magic square was a square array of numbers which had the property that the sum of any row, column, or diagonal would have the same sum as any other row, column or diagonal as in Figure 1.

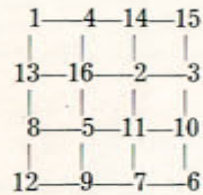


Figure 1

It has been of interest for a couple of centuries to Mathematicians and Magicians as to whether or not a cubical array of numbers as in Fig. 2 is possible, an arrangement in which the sum of any row, or column, or pillar, or triangular (diagonal of the cube from corner to corner through the centre) has the

same sum as any other row, column, pillar or triangular.

Take the number 1 as the starting point. We can then define a:

1. Row as any set of numbers parallel to 1, 17, 24.
2. Column as any set of numbers parallel to 1, 23, 18.
3. Pillar as any set of numbers parallel to 1, 15, 26.

By a triangular, I mean a set of numbers such as 1, 14, 27 which goes from corner to corner through the centre of the cube. A diagonal would be used only to mean a set of numbers such as 1, 7, 4 which

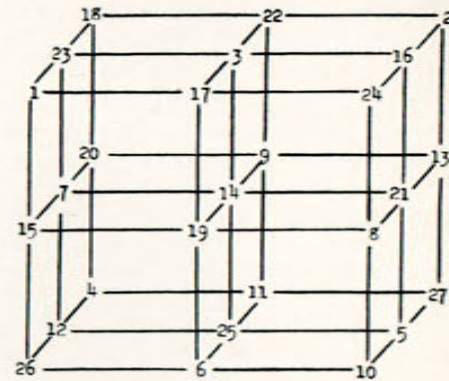


Figure 2

goes from corner to corner in a plane square of the cube.

It will be noticed that the sum of any row, column, pillar, or triangular (but not diagonal) will have the total of 42.

Then comes the question, "Is it possible to have a magic cube of any larger size?" Before answering this question we must have some method of classifying cubes as to their size. The one portrayed above we shall call a 3rd order cube, because there are 3 numbers in any row, column, or pillar. The answer to this question is best explained by another example. Fig. 3 shows a 4th order magic cube.

As you can see by this example it is possible to have a 4th order magic cube. The larger the cube, the more numbers it contains and the larger the sum of any row, column, pillar and triangular will be. Therefore the longer it will take to work out. A cube, such as the one shown, which has the total 130 in any row column, pillar or triangular, takes about one hour to work out, whereas the similar 5th order cube (not portrayed) takes about half a day to write down.

A genius may wish to have a formula for figuring out the sum which will be present in any row, column, pillar or triangular of an m'th order magic cube. It is

$$S = \frac{m(1+m^2)}{2}$$

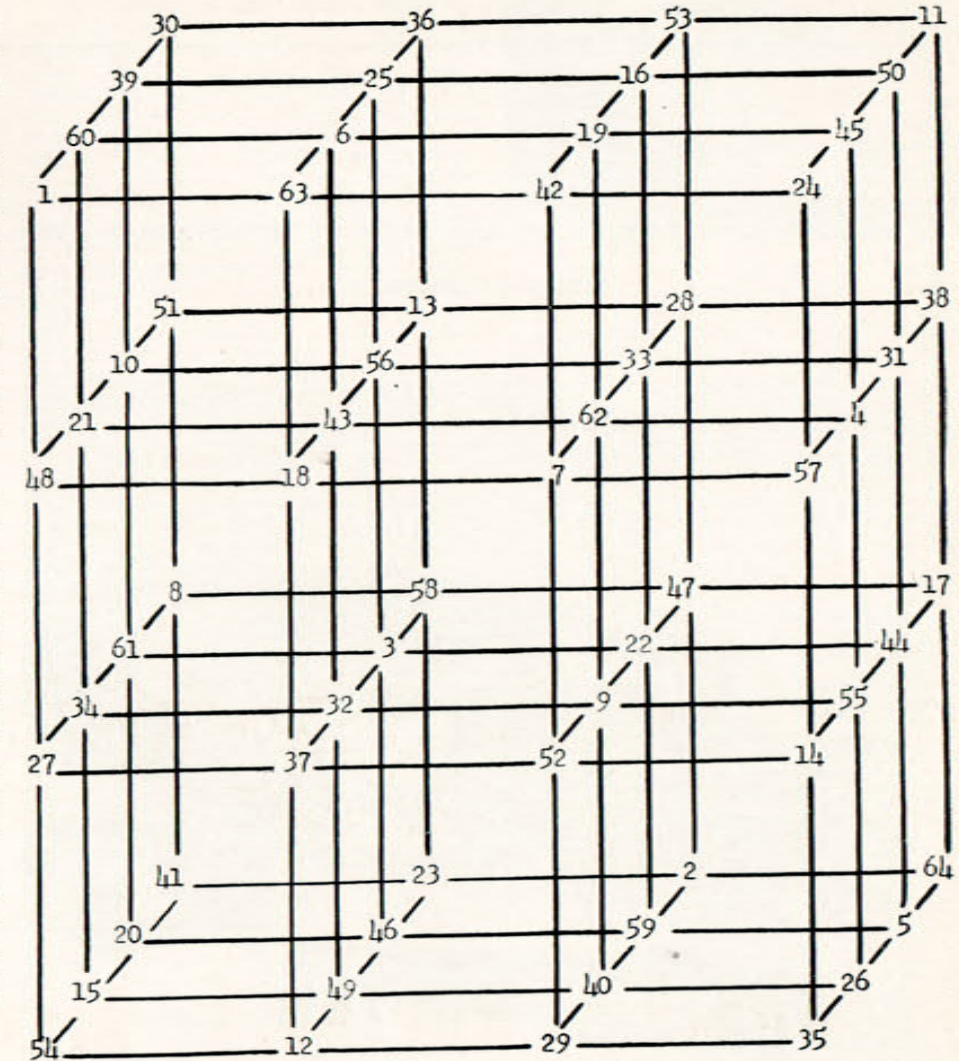


Figure 3

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| Flin Flon — Island Falls — Pelican Narrows      | Island Lake — Little Grand Rapids — God's Lake —<br>Oxford House — Norway House |
| Flin Flon — Lynn Lake — Pokatawagon             |   |

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# AUTOMOBILES

By PETER McLOUGHLIN

"A RUGGED, DEPENDABLE CAR, AND A GREAT IMPROVEMENT OVER PREVIOUS MODELS"



(Photos by McLoughlin)

## VOXAIR ROAD TEST No. 2/1955 CHEVROLET FOUR DOOR BELAIR

I stated, when this column was started a year ago, that I appreciated a car as a piece of machinery for its own sake rather than as a mode of transportation. That still holds in all respects. So, too, does my belief that faults should always be fully and frankly revealed, no matter who the manufacturer, dealer, or owner; otherwise I'm completely wasting both your time and mine. The majority of you who read this section know what I think of most sports, foreign, and classic cars, but up to this I've steered clear of the domestic "big three" low-priced cars, because I felt that repetition of previously stated views would be a waste of time. However, it has been suggested in various quarters that it might be interesting to get my views on the cars most of us are likely to own—Chevrolet, Ford and Plymouth.

### DATA

**PRICE:**  
\$2,655 in Winnipeg.  
V-8 \$120  
Radio \$116  
Heater \$80

**ENGINE:**  
Capacity—265 cu. in. (434 cc)  
H.P.—162 at 4600 rpm  
Overhead valve V-8  
Bore and Stroke—3.75 x 3.0 in.  
Compression Ratio—8.0:1

**GENERAL:**  
12 volt electrical system  
Torque—260 ft. lbs. and 77.7 mph  
Overall gear ratios:  
3rd—4.11 to 1  
2nd—6.82 to 1  
1st—12.1 to 1  
Tubeless tyres—6.70 x 15  
Steering ratio 4.5 to 5.0 turns lock to lock  
17 in. brakes  
Turning circle of 38 feet

**DIMENSIONS:**  
Weight as tested 3600 lbs.  
Weight distribution—53/47  
Height—60.5 in.  
Overall length—195.6 in.  
Wheelbase—115 in.  
Ground clearance—7.0 in.  
Width—74.0 in.  
Tread front—58.0 in.  
rear—58.8 in.

**MANUFACTURER:**  
Chevrolet Division, General Motors of Canada, Oshawa, Ontario.

**DEALER:** Johnstone Motors Ltd., Gimli, Manitoba.

**PERFORMANCE**

**ACCELERATION THROUGH GEARS—4 GUNS**  
0-30: 3.5 secs.  
0-60: 10.4 secs.  
0-80: 18.0 secs.

**TOP GEAR ACCELERATION—4 GUNS**  
30-50: 6.1 secs.  
50-70: 7.4 secs.  
70-90: 12.5 secs.

**SPEEDS IN GEARS:**  
1st—42 mph.  
2nd—69 mph.  
3rd—102 mph.

**TOP SPEED:**  
Best—102 mph.  
Mean—100 mph.

**MINIMUM SPEED IN TOP—13**

**FUEL CONSUMPTION:**  
Test—18.5 mpg.  
Normal—20/24 mpg.

**SPEEDOMETER ERROR—4%**

**WEATHER CONDITIONS:**  
Cold with a cross wind of 12 mph.  
Roads—rough and slippery  
Temp.—0°F

THE Chevrolet, to my mind, is the only interesting car, other than the Packard, produced this year in Detroit. With the exception of some of the styling changes, whose existence is justified solely by high pressure publicity propaganda, a genuine effort has been made to turn out a greatly improved car. Note that of 5,000 principal parts 3,800 are new! Many of these are quite strange to Chevrolet—a power to weight ratio of 18.9 lbs./b.h.p. (180 h.p. engine)—NO valve guides—ball type front suspension—50% less brake dive—an option of Borg-Warner overdrive—open propeller shaft—timing chain instead of gears (V-8)—tubular push rods (V-8)—floating oil intake, and so on. The V-8 engine, if it develops no bugs, constitutes a major engineering advance for Detroit (see the previous issue of VOXAIR). Surprisingly enough here is a Detroit engine which remains silent right up to valve bounce r.p.m. At 100 m.p.h. this engine is still running at 4-600 r.p.m. below bounce speed, due to the short stroke. The acceleration is quite phenomenal for a family saloon and in addition the engine also provides very adequate torque at low r.p.m. Second gear starts are smooth and almost as fast as those made using first. Your cruising speed is really the limit imposed by traffic conditions rather than by any mechanical factor. At speeds of 80 and 90 the car runs as sweetly as a sewing machine with no accompanying signs of stress. The economy of this V-8 is equally surprising; I bashed this car around under all sorts of conditions yet till averaged 18.5 m.p.g. As a result should give the owner figures of 20/24 m.p.g.—not bad for a V-8!

### New Grille

Undoubtedly the most controversial aspect of this year's Chev line is the new grille. I like it, for it shows a reversion towards European simplicity as opposed to the monstrous creations foisted on us by many manufacturers.



Perhaps the majority of us find it difficult to get used to it because its origin is obviously European; Ferrari. Though the remainder of the car's lines no doubt provide adequate room they still remind me of a nicely rounded soap-box! Why do we have to have so much space inside our cars?

The fittings, chrome, paint finish all seem to be of good average American standards—that is, they'll last if looked after. This year's Chev has an additional handy feature in that if you are one of those lucky people running a second car, especially of British origin, you will find no difficulty taking both on any proposed trip; just pop that small fellow into the cavernous trunk at the rear of the Chevrolet! The underside of the car is very clean and solid, and there are no useless components sticking out into the breeze, asking for a repair bill. The engine layout and accessibility could hardly be bettered. The electrical wiring looks horribly inadequate, though I'm informed it's both tough and long lasting.

### Attractive Interior Design

The interior of the car is attractively laid out in well balanced colours obviously intended to catch the female eye. My wife loved them! I disliked one point in this layout, namely the blatant and unimaginative repetition of thousands of Chevrolet crests on the dashboard. The instruments are adequate and behave nicely on the road, but beware of the horn; it sounds off at the slightest touch. The seats are comfortable, but, like the rest of the domestic pack, still provide no support for the driver's legs. Visibility is excellent. The driving position is good, yet I felt that because of it the driver had to exert too much physical energy to grasp and manipulate the steering wheel properly. The gear change, though smooth, is pathetically slow and it is impossible to do a decent speed change from first to second.

### Steering Too Spongy

The steering is also open to criticism, being much too flexible and spongy. It could be greatly improved by the use of a longer Pitman arm which would reduce the number of turns lock to lock by at least one full turn. The steering is light, good for manoeuvring, but unsafely woolly for constant driving in the 80's and 90's.

The car handles well on all surfaces and is easy to drive, especially in town. So much so that my nine-month-old daughter tried it for herself! The road-holding is good on straight stretches, and even at high speeds there is no float. Winding roads and corners however should be approached with caution, for both require dexterity and skill. Nevertheless, this year's Chevrolet does handle much better than previous models. I like the ball suspension; it makes the car easier to handle and drive, particularly on bad roads. The brakes are excellent and showed no signs of fading, though the car I had tended to grab and pull right. Similarly a small flat spot on the throttle was attributed to the individual car, rather than as a general fault.

All in all this is a fine family saloon, selling at an attractive price and, moreover it shows a definite improvement over previous models. If I bought one



I think I'd get the V-8 with no overdrive (a waste of time on this model), a manual shift AND a longer Pitman arm. Power steering is also an unnecessary item on a light car of this type.

My kind thanks to Ron Johnstone, of Johnstone Motors, Gimli, who was so helpful in providing the car for this test.

### Car Prices

I, like most other motorists, was extremely glad to see our government come at last to the conclusion that the car is an essential part of our lives. Let us hope that excise tax will continue to be reduced until it is but a memory.

My comments on British car prices in Canada have now been taken up in England, though I am still doubtful as to the end results. Part of the trouble would appear to lie in the manufacturer's productive ability. World demands for his cars have so stretched his capabilities that he deems it necessary to adopt high prices for the time being to keep demand down. Practical perhaps, but hardly ethical or conducive to goodwill in the countries concerned.



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# JIVIN' WITH Jackson

"Some blow it hot,  
some blow it cool . . ."

(A history of jazz—Part I)

**I**N every era since jazz began, you found guys standing around looking mournful. "They don't play the way they used to," these guys would be saying and shaking their heads. But jazz has gone on for all that and it keeps getting bigger. More people knew about Benny Goodman than ever heard about King Oliver, and Stan Kenton can give Benny a run for his money. There's always somebody somewhere "playing the way they used to," no matter what way they used to play.

**W**HAT was "the way they used to play"? And what is this thing called jazz anyhow? It's certainly not the laughing trombone and cornet baby cries that Chicago cafe owners tried to pass off on their customers in the beginning, in an effort to cash in on the term jazz, which, with its shady connotation, has passed into the vernacular carrying with it the feeling of the Jazz Age (gang wars and "jazzy" dressers). Right here in Winnipeg, about once a month, jazz fans can attend a Jazz Concert in the Playhouse Theatre on a Sunday evening in the hope of hearing Jazz—but they just don't play jazz the way they used to, or as I remember it.

But as for the music itself—it all began in New Orleans, back around the time of the First World War. Storeyville, a disreputable part of the town, saw the real birth. Musicians, hired to keep the waiting customers happy, faked their way through tunes, since most of them couldn't read arrangements anyway. A lot of these tunes were based on marches. These same musicians played in parades and funeral processions in the daytime, so it was only natural that the earliest jazz stomps and rags had 4/4 metre.

After a while, various giants—King Oliver (he gave Louis Armstrong his start), Freddie Keppard, Jelly Roll ("I invented jazz") Morton—began to emerge from the crowd. These were the men with particular talent for spontaneous invention.

The traditional jazz band had seven men, three melody or blowing instruments (trumpet, clarinet, trombone) and four rhythm instru-

ments (piano, drums, banjo and tuba). The melody instruments allowed for jazz's latitude for improvisation, for they don't have fixed note as the rhythm instruments do, but, instead, permit the musician to wander as freely as his heart desires between flatted fifths and natural thirds. Some of these outfits began to travel up the Mississippi River on excursion boats, and jazz spread north from New Orleans.



Ralph Flanagan.

**I**N each city where jazz dug in, musicians put their own trademark on the jazz they blew. Their Chicago style had a little more in the way of preconceived arrangement than the free-wheeling collective improvisation of the New Orleans boys.

The Kansas City boys started using the riff (a short melodic phrase repeated over and over) and, in New York's Harlem, the saxophone was introduced as a solo instrument.

These developments brought jazz up to the mid-twenties and Prohibition. Speakeasies harbored many a jazz immortal, and jazz became so well known to, and popular with, the public, that leaders of the big orchestras began to feature jazz flavours and jazz players in their arrangements. Paul Whiteman hired Jack Teagarden, Bix Beiderbecke, Joe Venuti, then crowned himself "King of Jazz." Through his "symphonic jazz" arrangements, he became the biggest (both by reputation and by girth) thing in music.

As competition increased, the level of proficiency rose. By this time the average musician could read fairly well, and there were men capable of writing arrangements in the jazz idiom for larger bands. (The jazz arranger evolved because the New Orleans style of improvisation wasn't practical with more than eight men.) Fletcher Henderson, a top jazz arranger, also led one of the great orchestras of the late 1920's.

The light untrammled small group style, now known to us as Dixieland, was giving way to a heavier, more disciplined sound. Various bands, like those of Ben Pollack and Gene Goldkette, were popular, but the next major emergence in music was that of Benny Goodman. Goodman, an alumnus of Ben Pollack's band, and already a man with a fine reputation as a clarinet player, decided to launch a group of his own. On their first swing across the country, the Goodman outfit didn't attract too much attention, but by the time they hit



JAYE P. MORGAN  
RCA Victor recording star.

Jaye P. Morgan toured the country as a child with the Morgan family act. Her father died when she was 13 and Jaye returned to California and high school. She sang on radio while in school and after graduation she answered a call for a singer with Frank de Vol, got the job and sang with his band for three years. She then moved to New York and the Robert Q. Lewis Show. RCA Victor quickly signed her to a recording contract and "That's All I Want From You."

New York again, they were really hot.

Goodman's success prompted other bands to start blowing in a similar style, and that's how swing was born. The makeup of the Goodman band was 13 men plus Benny, the arrangements were all section work, a five-man brass section, four saxes, and four rhythm. Fletcher Henderson's orchestrations allowed for individual solos, and guys like Harry James, Ziggy Elman, Gene Krupa, Bud Freeman and Jess Stacey were among those soloing.

Goodman ruled over the swing era, which also saw the rise of Artie Shaw and a new band imported from Kansas City—Count Basie's.

Part II of this article will appear in the next issue.

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Edited by F/L R. W. GELLARD

"TURKISH BEAUTY"



(Photo by Jack Woods)

Nejla Ates, 22-year-old dancer from Turkey, may be seen in Warner Bros. "King Richard and the Crusaders." For night club appearances Nejla is billed as "the Turkish Delight."

"RCAF Get the Bird"

NORTH BAY—The RCAF's air-to-air guided missile, which has been getting an operational going-over with airmen and their CF-100's from the fighter stations at North Bay and St. Hubert giving it the works at the Defence Proving Ground in Northern Alberta, is known around National Headquarters here as "The Bird." Height, range, speed and other technical information about "The Bird" is classified "secret." But there's no secret about "The Bird" having "brains." The RCAF boasts about how smart this guided missile is. Wing Cmdr. Paul Peter, of the RCAF armament engineering branch, has been giving talks, with motion pictures, on "The Bird." Although the discussion was highly technical, a handful of reporters invited to listen in were able to follow it well enough to understand that in "The Bird," electronic engineering has reached such a point of exquisite refinement that a guided missile falls just short of being able to "think." Paul Peter, an armament specialist with the RCAF—a very highly qualified engineer—gave a progress report on the "up-bringing" of this electronic "child."

"NATO Council to Visit Canada"

OTTAWA — The 14-country North Atlantic Council will visit Canada this month for the first time. The Defence Department has announced that the Council's permanent representatives, headed by Vice-Chairman Lord Ismay, will tour Canada's Air Defence Command at St. Hubert, Que., May 22-23. The Council administers policy set by the governments of the North Atlantic Treaty Organization.

UP TO 40,000 FT. IN A TANK

Station Commander, Group Captain R. B. Ingalls goes for a "ride" in the new decompression chamber at the recent opening of the Aero Medical Centre at RCAF Station Winnipeg.

The Group Aero Medical Services officer, Flying Officer Dave Stodart (centre), briefs officers on the use of oxygen equipment prior to their ascent to 40,000 feet.

Left to right: Group Captain R. B. Ingalls, F/O's J. R. MacDonald, D. Stodart, G. R. Jenkins, H. R. Batten, S/L A. W. Appleby and W/C D. R. Walker.



Group Captain, the Rev. Frank W. MacLean who received his Doctor of Divinity Degree at The Annual Convocation held by the Principal and Senate of United College in St. Stephens-Boardway United Church on April 20th. Group Captain MacLean is the Senior Protestant Chaplain of the R.C.A.F.



"Wind Tunnel Planned for Uplands"

OTTAWA—A supersonic wind tunnel is to be built at Uplands airport at a cost of about \$3,500,000. It is apparently part of a growing government program in aviation research. Construction of the tunnel was announced in joint statement by Defence Production Minister Howe and Defence Minister Campney that said this "may well mark a new and exciting era in Canadian aviation research." Construction on the tunnel will start this summer and is expected to take three years.

Greenwood's new mayor.



S/L Bill Lafferty, formerly of 2 ANS, Winnipeg, who has been elected Mayor of the Town Council, at RCAF Station, Greenwood. With almost 100% of the electorate voting, S/L Lafferty polled about 50% to win out over his two opponents.

"Seat Ejection Tower at Portage"

PORTAGE LA PRAIRIE—The RCAF advanced training flying school here has just put into operation the first practice jet seat ejection tower in Canada. The tower is designed to give the same sensation as being ejected from any one of three of Canada's jet planes—the T33 trainer, the CF-100, and the F86 Sabre. And, in the words of the first Canadian to try it, the tower carries a "big kick." Group Capt. C. W. Burgess, commanding officer, said the tower ascent is like a high speed elevator moving up the Empire State Building, "only much faster." "You get the

sound of a loud explosion as well as the feeling that you've just received a kick in the pants."

U.S. Air Medal for Squadron Leader McKay

The United States Air Medal has been awarded to S/L John MacKay, DFC, chief training officer at RCAF Station Macdonald, for distinguished service as a fighter pilot while attached to the U.S. 5th Air Force during combat operations over North Korea. The presentation was made at Station Macdonald by the American consul-general, Mr. Knowlton V. Hicks.

"RCAF May Get the 'Provost'"

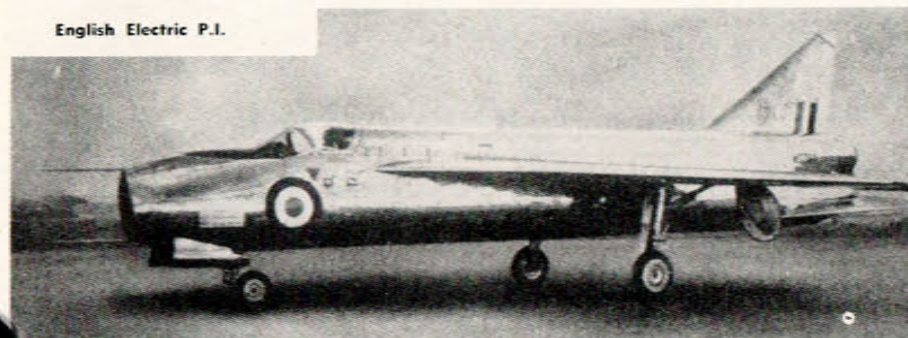
TORONTO—An RCAF evaluation is in Europe to fly a British jet trainer. If their report is favorable, it could mean a valuable contract for Canada's aircraft industry. The team will try out the R.A.F.'s Percival Provost, selected as the new British ab initio trainer. For some months now, RCAF senior officers have been discussing placing orders for a new trainer to replace the out-of-date Harvards. The Provost—a jet version of an existing propeller-driven trainer — has been under consideration and is said to be the present favorite. Both France and the U.S. have contenders in the field.

MK IV Canucks For Cold Lake

COLD LAKE—The aircraft to be flying out of this Station within the next few weeks will be the Mk IV CF-100, the latest edition of the Canadian-built Canucks. These planes will belong to No. 433 Squadron, RCAF, a new unit to be formed at Cold Lake in the near future. The unit will remain stationed at Cold Lake unit some time next year, when it will move to North Bay.

Plant Sold to U.K. Firm

English Electric P.I.



OTTAWA—The land and buildings of the sprawling Government-owned Scarboro defence plant near Toronto have been sold in a \$3,000,000 deal designed to keep the plant at peak efficiency to meet defence demands for the next 10 years. The Defence Production department announced the sale to the English Electric Co. of England, parent company of the John Inglis Company, Ltd., which built the plant in 1951-52 at a cost to the Government of \$8,000,000. English Electric are the producers of the famous Canberra Bomber and the English Electric P.I, the first British fighter to attain supersonic speed in level flight.

William Courtney speaks at Winnipeg.

In co-operation with the Canadian Institute of International Affairs, the Bureau of Current Affairs arranged for a lecture to be given to officers of the three Services in Winnipeg, by Mr. William Courtenay, who addressed the meeting in the Station Theatre on Thursday, 21st April.



The pictures show Courtney addressing an attentive audience which included Group-Captain R. B. Ingalls, DSO, DFC, CD, Commanding Officer, and Major-General N. A. Rogers, CBE, CD, General Officer Commanding Prairie Command, RCA.



Mr. Courtenay, whose subject was "The Situation in the Far East," is a distinguished British War Correspondent and is a veteran of World Wars I and II and the Korean campaign. He has given radio and TV broadcasts for the BBC on Far East Affairs, and in addition has lectured to the U.S. Army and Navy Staff College, West Point Military Academy and the Navy Academy at Annapolis. At present he is on the panel of Military Lectures set by the British War Office, and while he still contributes to various newspapers he has, since 1953, preferred to free lance in order that time could be given to travel and lectures. During the past four months he has addressed meetings at Government House Gibraltar, SHAPE, NATO Staff College and has recently returned from visiting Korea, Formosa, Indonesia, Malaya and Thailand.

Wing-Commander Bridgeland To RAF Staff College

CALGARY — The RCAF has announced the transfer of Wing-Commander E. P. Bridgeland, CD, of Calgary, to the Royal Air Force Staff College, Bracknell, England. He has been serving as chief of engine development at Air Force headquarters in Ottawa.



S/L K. E. Johnston who was SO Maint. in the STSO Division of 14 Training Group Headquarters has been posted to R.C.A.F. Station Penhold as C.T.O. S/L Johnston had been at 14 Training Group H.Q. since January, 1952. S/L Johnston was presented a mug by the Group Commander, A/C J. G. Bryans, C.B.E., C.D., at a farewell party.

### "Aussies to Malaya"

MELBOURNE—Prime Minister R. G. Menzies announced that the Australian government would send to Malaya as soon as possible an infantry battalion with supporting arms backed by reinforcements in Australia. A fighter wing of two squadrons, a bomber wing of one squadron, an airfield construction squadron and two destroyers or frigates also will be sent. An annual visit will be made by an aircraft carrier. Additional ships will be dispatched in any emergency. These forces will be part of a larger joint reserve, including United Kingdom and New Zealand forces, Mr. Menzies said.

### New Type PMQ's for Winnipeg Married Personnel

WINNIPEG—A new type of quarters for RCAF personnel and their families will be built near Stevenson Field within a year at a cost of \$1,319,900. The buildings are described as "multi-purpose row housing" units, and will be convertible within 24 hours from barracks to married quarters or special students' quarters. Removable walls allow this conversion.

# WD's Report

By MICKIE MARTIN

SO HELP ME, what I'm about to say is the absolute truth. On a night-navigation flight, on which I was a passenger, I overheard these words of encouragement directed by a far more experienced navigator to one who was just learning the ropes: "Relax, chum. What if we are a little confused? As long as the pilot holds his course between the red and green light—no sweat. We'll be OK." Did he say, "No Sweat"? I'm still dehydrated.

Are we girls of Station Winnipeg lucky! Each working day, between 0800 hrs. and 0900 hrs., with the exception of Wednesday, you will find us sporting around the drill hall. However, despite the chuckles, and the smug countenances of the lookers-on, we are enjoying these sessions. We wish F/O Pollock every success, for he is most assuredly a patient and humorous instructor. If he doesn't have the airwomen moving like mechanical men, stoic faces and all, it will be the receivers that are U/S, not the transmitter. We're with you, Sir!

How about this? The DAW on Saturday, the night of April 23rd, had to be wakened at the rude hour of 'almost' midnight so that

she would not be deprived of the privilege of saying, "At the sound of the long dash, it will be exactly 2359, at which time I will turn my back and count to ten. Heaven help you if you haven't vacated this lounge by the time I've finished the count!" What time did you wake up, Snapes? You were watching TV, you say . . . ?

Have you ever tried to blow out a burning fuse? June Oronoski learned that it can't be done. I hope she learnt. In any event, she didn't show much perseverance . . . she heaved it, but fast!

This column, on behalf of the airwomen, bids a somewhat belated, but nonetheless sincere, fond 'adieu' to Sister Mac . . . parachute and all. Cheers, Sister Mac; we hope you didn't forget your winter clothing! At this point I might ask why Nursing Sisters always get that 'tonsil-to-tonsil' smile when headed straight toward their victim with the famed "Square Needle"! Hope you like your posting, Sister Mac.

I think we, the airwomen, owe a vote of thanks to the crew of our Mess. On many occasions they have outdone themselves in making sure our parties and special events were a success. Most of all we are more than grateful for their every-day cheerfulness and friendliness. This applies to the night staff too. They are, everyone of them, the best Mess crew in the RCAF . . . I betcha.

## 111 C & R FLIGHT

By F/O DICK CRACKNELL



Mrs. Kusey being helped from the aircraft at Winnipeg by N/S Dorothy White.

(Photo by Beaudoin)

### OPERATION CRAIG

On April 16th, Mr. Craig, a school teacher, set out to walk from Pine Falls to Bissett, a town about 35 miles away. The going was over typical Manitoba bush and muskeg and there were three sizeable rivers in his path. Mr. Craig, clad in a suit, trenchcoat, oxfords and rubbers, did not turn up by April 21st, and the Otter piloted by S/L Nickel was dispatched to search the area, F/O McNarry flew a night search, and the following day F/O Thrasher took over in the Otter. Mr. Craig crossed all three rivers, and on April 22nd his trail was picked up by a party of trappers, and he returned to Bissett weary but in good spirits.

### OPERATION KUSEY

On April 21st a call was received that a seriously ill woman was to be airlifted from her home at McBeth Point, on Lake Manitoba, to hospital in Winnipeg. Two friends had braved the rotting ice of the lake and walked to Berens River, the nearest communication, to make the call. F/L Chase in a/c 568 flew to McBeth Point and soon saw that it was impossible to land a Dakota safely; consequently a helicopter from Rivers was called in. F/O J. Jeffs successfully made the rescue in a Sikorsky and airlifted Mrs. Kusey to Gimli, where she was transferred to a Dakota for the balance of the trip to Winnipeg and hospital.

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May 15 CARNIVAL STORY (A) Steve Cochran Anne Baxter	May 26 RAZOR'S EDGE (G) Tyrone Power Gene Tierney
May 16 THE FAR COUNTRY (G) James Stewart	May 27 HALF ANGEL (A) Loretta Young Joseph Cotton
May 17 ROGUE COP (A) Robert Taylor Janet Leigh	May 28 DOG OF FLANDERS—plus Serial (Children's Matinee)
May 18 BELLE OF THE YUKON (A) Randolph Scott Dinah Shore	May 29 RUN FOR COVER (G) James Cagney Viveca Lindfors
May 19 MY BLUE HEAVEN (G) Dan Dailey Betty Grable	May 30 CONQUEST OF SPACE (G) Walter Brook William Redfield
May 20 DEVIL'S DOORWAY (G) Robert Taylor Louis Calhern	May 31 IT'S A PLEASURE Sonja Henie Michael O'Shea
MAY 21 ANNE OF GREEN GABLES plus Serial (Children's Matinee)	
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May 24 BENGAL BRIGADE (G) Rock Hudson Arlene Dahl	

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Photo by Bert Six

### COVER STORY

Hydrangias in bloom in the Con-  
servatory at Assiniboine Park, Winni-  
peg.

(Photo by L. A. Gratton)

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Voxair Vixen  
Martha Hyers  
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## GRADUATING CLASS 5408 (LR)



(Photo by Gratton)

Back row, 1 to r: F/C Hunter, A/P/O Gotts, F/C's Nunney, Mercer, F/O Kilshaw (Instructor), F/C's Pennington, Bone, A/P/O's Kennedy-Grant and Justice.  
Front row, 1 to r: A/P/O's Donald, Gordon, F/C Lynch, F/O Smale, and A/P/O Angel.

Now this is 08,  
And we think they're GREAT; though  
others don't believe us:  
They say we are scruffy, lazy and huffy,  
And the fact that they're RIGHT  
doesn't grieve us.

Art takes first place  
Both in rank and in space, sole master  
over the SYSTEM;  
Morning parades, he successfully  
evades,  
More time for morning nutrition!!

Now Les it seems  
Conjourns up schemes for the system's  
abolition,  
A hundred demerits are all he inherits,  
And three hours in the Course Leader's  
position.

From Africa came  
A two-barrelled name, to try his hand  
at flying,  
He was quite rash to grow a moustache,  
For the hair on his head it is dying.

George is the boy  
Who found his joy, north of '58;  
But he found up there, the barman's  
face  
Disagreed with what he ate.

For years and years  
Through blood and tears, Colin tried to  
manage  
To be a rage on the opera stage  
But it's us who hear the damage.

Don's only fear,  
For many a year, was Davey Jones'  
locker,  
But now his promotion, to the air from  
the ocean,  
Is driving him off his rocker.

Toronto and back  
"Loft" made his track in the "notorious  
Ford,"  
Despite all fears, and minus two gears,  
He returned still full crew aboard.

Jack's little game  
Isn't worth the name of Physical Edu-  
cation,  
He strained his knee while drinking tea,  
In the sin-bin for the Station!

Nick's been hard pressed  
Collecting crests, but now must gradu-  
ate,  
There's nothing odd about this bod —  
02, 04, 06, and 08!

Not last, but least,  
From the East comes Doug, the little  
blighter,  
The only man it seems was planned  
To fit an Expeditor!

Jim's the wit  
Who found it fit, to combine operations.  
His only bind was to find,  
08 on his wedding vacation.

(Continued on page 31)

## GRADUATING CLASS 5408A (AI)



(Photo by Gratton)

Back row, 1 to r: F/C's Marsh, Dawson, Davis, Bell, Letellier, Jensen, Mac-  
Conochie, and Anderson.  
Front row, 1 to r: F/C's Cook, Michalchan, Howard, F/O Dennis (Instructor),  
F/C's Dejean, Suttie, and Borys.

### F/C Andersen

Appearance: Late.  
Favourite Expression: "Why don't you  
listen when I ask you something?"  
Pet Peeve: Jensen.  
Usually Seen: Pool hall.  
Ambition: To eat the biggest banana  
split in the world.  
Hobby: Arguing.  
Probable Destination: French Navy.  
Nickname: "Andy."

### F/C J. Davis

Favourite Expression: "Got any  
smokes?"  
Pet Peeve: You name it.  
Usually Seen: Snack bar.  
Ambition: To become President of John  
Player & Sons.  
Hobby: Studying (pardon the lan-  
guage).  
Destination: Napanee, Ontario.  
Nickname: "Davey."

### F/C R. Bell

Favourite Expression: "I believe——"  
Hobby: Toronto.  
Usually Seen: Y.W.C.A.  
Ambition: To teach Canadians chivalry.  
Probable Destination: Back to China.  
Nickname: "Bathbun."  
Pet Peeve: Having to stop to breathe  
during an interception.

### F/C P. Michalchan

Favourite Expression: "Look at it this  
way. What if your mother told you  
to——"  
Hobby: To make everybody go to  
church.  
Nickname: "Pete."  
Probable Destination: Midshipman in  
the Navy.  
Usually Seen: Within minimum range  
of the bar.  
Pet Peeve: W.D.'s and Flight Cadets.  
Ambition: To marry an Air Vice  
Marshal's daughter.

### F/C Borys

Favourite Expression: "Quadruple."  
Pet Peeve: Singles.  
Usually Seen: With Howard at the bar.  
Ambition: To beat Howard.  
Probable Destination: Barman at  
RCAF Station, Winnipeg.

### F/C Christian Cetellier

Nickname: "Cricki."  
Appearance: Demonstrating intercep-  
tions with his hands.  
Favourite Expression: "Lost contact."  
Pet Peeve: Giving faster initial con-  
tacts.  
Usually Seen: In front of a radar set.  
Ambition: Not to lose contact.  
Hobby: Flying and intercepting.  
Probable Destination: Asdic operator in  
submarines.

(Continued on page 30)

# NICE TYPES

(Courtesy of Mathuen & Co. Ltd.)

By RAFF and Anthony Armstrong

## THE STATION ADJUTANT

The Station Adjutant, usually a Flight Lieutenant, always has an outer office adjoining that of the



thin trickle worthy of the Station Commander's attention.

As watchdog, he protects him from frivolous complaints or complainants. Such a frivolous complaint, or complainant, may well be an indignant but attractive young lady who missed her handbag in the local the previous night and thinks an airman may have picked it up as well as her—anyway, a girl's got to stick up for herself these days; he had black hair and was called Bill.

Station Commander. This is so that he can pop in quickly. It is also so that he can prevent anyone else popping in quickly—till he has given them a spot of third-degree stuff as to why they want to pop.

He is, in fact, a sort of mixture of go-between, breakwater, filter, watch-dog, trusted retainer and scapegoat.

As go-between, he will advise and act for AC Plonk if he wants to see the Station Commander. (In spite of the personal opinion of many of Plonk's barrack-room friends, the Adjutant doesn't make a penny out of this.) He also plays the part of master of ceremonies and effector of introductions when Plonk doesn't want to see the Station Commander in the least—but darn well has to.

In his role of breakwater, he takes the first shock of the waves of requests, queries, and problems which surge in from all directions. The majority dash themselves to pieces against his rugged defence and expend themselves harmlessly on his office desk.

In the role of filter, he reduces the stream of written verbiage, both from above and below, to the

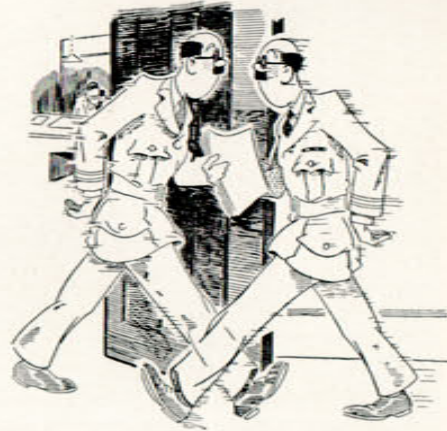


And, finally, a trusted retainer, the Adjutant gets a kindly word when things go right; while, as scapegoat, he gets several unkindly ones when they go wrong.

Among the most noticeable and irritating of the Adjutant's habits is that of dashing swiftly into the Station Commander's office with files, having short, mysterious conferences, and dashing out again so rapidly that he almost meets himself coming in. Many people think it's quite unnecessary, and is done just to impress others.

One of those who thinks this and is naturally unimpressed is —

(Illustrated by Bill Hooper)



## THE ASSISTANT ADJUTANT

The Assistant Adjutant sits in the same office as the Adjutant, but has a smaller table in a poor light, many more routine files, lists, forms, and orders; and a pen with a crossed nib, because people who have to sign the leave or duty book are always borrowing it.



The Assistant Adjutant's job is, as you might guess, to assist the Adjutant. He is generally a Pilot Officer, frequently an elderly one, but sometimes he is a Warrant Officer, which is more terrifying. Sometimes he, or she, is a young W.A.A.F. of the rank of A.S.O. (Assistant Section Officer, or Pilot Officerette.) Not always though. Many Adjutants have complained

that, though her job is to help him in his work, she frequently only succeeds in unconsciously distracting his attention from it.



(Continued in next issue)

## EDITORIAL

(Continued from page 2)

I've trudged through the snow in Saskatchewan at 35 below. I know—you don't feel the cold there. It's different. Maybe it is but this knowledge didn't communicate itself to the tips of my ears. They didn't know it was different—so they froze.

I admire loyalty. We all do. But it shouldn't interfere with common sense. Canada is much the same all over. It isn't a group of provinces strung together with steel rails. It is a nation. As far as advantages of climate the differences are negligible. I know, I haven't mentioned Ontario. I've seen Ontario summers. I've walked the streets of Toronto when it was 98 in the shade. The wind in the winter along Bloor Street is comparable only to the same wind along Portage and Main.

"I don't like this station," because it hasn't cultural advantages. Now what station doesn't offer serious cultural advantages to anyone who is earnestly seeking? Usually the "cultural advantages" in mind are night-clubs, department stores and deluxe bowling alleys. There are stations in Canada woefully deficient in these advantages. They offer instead a lower standard of living, more time in the home, and more time for other people.

Nine times out of ten when a person says, "I don't like this station," what he simply means is, "I don't enjoy life."

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# Today in SPORT

By F/O RAY GRIFFITHS

## STATION SPORTS COMMITTEE

The Station Sports Committee, chaired by S/L Nicoll, has been operating since October, 1954. It consists of one representative from each section of the station, with the exception of 2 ANS, who supply two. Every month the committee meets to plan and improve the sports program on Station Winnipeg, and at the last meeting the spring and summer activities were discussed, and plans made to ensure the best year yet for sports at Station Winnipeg. The committee began by selecting those considered to be competent managers for all the summer sports. Here is a list of the summer sports discussed, with a run-down on each one.

## RUGBY

English rugby, which is played extensively in British Columbia and Eastern Canada, is making great headway in Manitoba. Last spring the station fielded two teams in the Manitoba Rugby Union, and a combined station side beat the Rest of Manitoba handily.

This year a six-team league will include, in addition to the two station teams, a University of Manitoba side, an Army team, and two teams from the city. Games will be played each week on the station rugby field.

## SOFTBALL

As last year, an inter-section league will operate, with the winners meeting the station champions of this area for the Mangroup championship.

## FASTBALL

A great improvement is expected over last year's team, which won only two games all season. It has not yet been decided whether the club will operate in the Inter-Service league, as last year, or join with Macdonald, Portage, and Gimli in a Mangroup league. F/O Dan D'Andrea has been appointed manager, and he is looking for a good turnout this season.

## BASEBALL

The baseball team, which reached the finals of the MANGROUP league last summer, intends to operate again in the same league. Most of last year's players are no longer on the station, but with the full support of station personnel it is expected a good team can be put out again this year.

## GOLF

F/O Howard and Cpl. Paquette are heading the golf committee responsible for both the team and the organizing of tournaments.

## CRICKET

We carried an account of the club's plans for the forthcoming season in our last issue. Players are still needed. If you are interested, get your name in, without delay, to the Editor or the Sports Editor.

## TRACK AND FIELD

F/O Keenan started training his track and field club over a month ago. Competition dates fixed so far include the Scottish Games on Dominion Day, and the 14 Training Group Games on August 7th. In addition, the committee is planning a few trips farther afield.

Training is carried on at Sargent Park at 1900 hrs. on Thursdays and 1300 hrs. on Sundays. Those interested in taking part should contact F/O Keenan at Flying Wing.

The meeting discussed, too, the formation of Tennis, Skeet, and Rod and Gun clubs, and organizers were appointed for these projects. It must be remembered, however, that these activities will not function without the support of station personnel. Win or lose they're our teams, representing our station, so how about giving them all lots of support this year.

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## EASTERN LETTER

From SGT. HOWARD O'BYRNE

(Howard, true to his word, is already sending sports news from Eastern Canada. In this issue he reviews sports facilities at RCAF Station Rockcliffe as he found them on arrival there last month.—Ed.)

The "Stage Door Varieties" was held at Rockcliffe April 24th, 25th and 26th with a matinee on Sunday afternoon. It was all RCAF talent and was played to capacity crowds. All profits from the show will go into a fund to reimburse the airmen who lost everything in the barrack block fire which occurred on April 15th.

Softball is in the air around these parts. Already the bats and balls are in action. The Station Rockcliffe softball team is getting into shape and is entered in the Eastern Ontario Softball Association. The Softball Intersection League is expected to get underway in the near future and will comprise six teams.

The W.D.'s have entered a team in the Ottawa Ladies' Softball League, and an Inter-Mess Softball League is being formed this year. The softball diamond is floodlit and plans are for doubleheaders most every night.

The soccer team has entered the Ottawa District Football Association. Some of the players are still around from last year, and with a few more to be found on the Station another good season is anticipated.

A Track and Field Club is to be formed this year. This is something new for this unit, and outstanding competitors will represent the Station in provincial and Canadian meets.

Rockcliffe has two outdoor swimming pools for the use of Station personnel, but no big competitions are expected this season.

Thirty new golf memberships have been purchased at a nearby golf course. Monthly tournaments are to be held amongst Station personnel, and a survey is in progress regarding the building of a 9-hole course on the Station.



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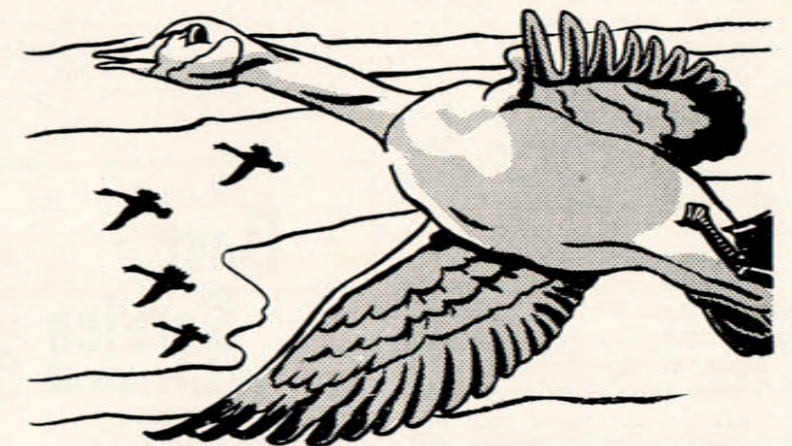
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**CURRENT AFFAIRS**

(Continued from page 9)

plus (although there was a serious drop during the last half of 1954).

What of the lot of the average man? It is much better than in the old days. The roast beef of old England is back on the table again. People can dress better. Good houses are replacing slums. The daughter of a barmaid can attend Oxford, if she is bright enough. Wages are still low because labour realizes that the cost of production must be kept down if exports are to be maintained against German and Japanese competition. Consumption has substantially increased, but prices have gone up little since 1952. Personal savings increased nine-fold from 1951 to 1953. The Conservatives have retained most of the advanced social legislation of the previous Labour government. Consequently Britain now offers its citizens not only more liberty but more security than perhaps any other country. Such is the vastly improved condition of life for the average Briton.

In international affairs too the prestige of Britain is high. The Commonwealth is strong (with free India a loyal member of it). In Europe the situation looks hopeful, because Britain's leadership made Western European Union possible. In Asia Britain's political wisdom, liberal colonial policy, and quiet strength are making her policies respected. The facts that the British do not panic, are not afraid, do not expect to solve all the world's problems overnight, and are not too greatly concerned over communism or the population of Russia and China, all steadily increase their influence in international affairs.

From what has been said above it would appear that all is well in "this blessed plot, this earth, this realm, this England." But such is far from the case. Britain is troubled, too. Prosperity is uncertain. Taxes are high (nine shillings to the pound). The burden of armaments is almost too heavy to be borne. There is not enough money for productive investment and the modernization of industry. The island is vulnerable to atomic attack. Social injustices and inequalities still remain. "All is not beer and skittles!"

In spite of these dark spots things are looking up in the British Isles. The people are confident. The future is full of hope. Great Britain is still great.

**5408A (AI)**

(Continued from page 25)

**F/C Jensen**

Appearance: Winsome.  
Favourite Expression: "Oh, no, it isn't."  
Pet Peeve: Paying rumbles.  
Usually Seen: In the gutter.  
Probable Destination: Siren for Danish C.A.D.

**F/C J. Howard**

Appearance: With a glass.  
Favourite Expression: "Very noisy."  
Pet Peeve: Having to keep quiet.  
Mostly Seen: With the boys in the bar.  
Ambition: To keep up with the boys.  
Destination: Kapuskasing's No. 1 boot-legger.  
Nickname: "Kapooshkasing Kid."

**F/C M. Marsh**

Appearance: Devoted.  
Favourite Expression: "Kiss back and flame out."  
Pet Peeve: Abundance of home cooked meals.  
Usually Seen: Disappearing.  
Ambition: To prove that two can live as cheaply as one.

Hobby: Evading the bailiff.  
Probable Destination: Marriage counsellor at Y.W.C.A.

**F/C MacConachie**

Appearance: Feet up.  
Favourite Expression: "Got a cigarette?"  
Pet Peeve: Minimum range.  
Mostly Seen: Fighting with Cook.  
Ambition: To make a course in the RCAF.  
Destination: Target practice at Cold Lake.  
Nickname: "Macconnickie."

**Seaman Louis Dejean**

Nickname: Loulou.  
Ambition: To sleep on a chair with only two legs on the floor.  
Appearance: On the floor, due to the chair.  
Favourite Expression: "Do not let me blow my top."  
Destination: Toulouse.  
Pet Peeve: Commercials on the radio.  
Hobby: Taking picture with a movie camera with no films.

**F/C Suttie**

Appearance: Pear shape.  
Favourite Expression: "Eyeball the effort."  
Where Mostly Seen: St. James Legion.  
Hobby: Turkish baths.  
Probable Destination: Fort St. Legion.  
Ambition: To become a Legionnaire.  
Pet Peeve: Ground School.  
Nickname: "Bashin' Bill."

**F/C J. Cook**

Appearance: Twinkle in the eye.  
Favourite Expression: "Oogh!"  
Hobby: Playing with dolls.  
Ambition: To have his own bottle of hair oil.  
Usually Seen: In dolls' houses!  
Probable Destination: Reformatory.  
Pet Peeve: McConochie.  
Nickname: "Jack—Original."

**F/C Dennis**

Appearance: Knight in shining armour.  
Favourite Expression: "You learned that in Primary."  
Pet Peeve: 5408A(A.I.).  
Usually Seen: In front of the class.  
Ambition: To get the class through the third check.  
Hobby: Nailing the boys.  
Probable Destination: 5412/13 A.I.  
Nickname: "Dennis the Menace."

**F/C G. A. Dawson**

Appearance: Still on top Secret list.  
Favourite Expression: "I'll knock you down."  
Pet Peeve: The whole class.  
Usually Seen: In front of the mirror.  
Ambition: To look operational.  
Hobby: Getting his picture taken.  
Probable Destination: Squadron photographer.  
Nickname: "Tangoola."

**5408 (LR)**

(Continued from page 24)

Bob's golf game is his great fame, but Bob has often wondered, He's seldom seen from tee to green, Yet still he breaks a hundred!

At last, at last, The time has past, Instructors breathe once more! A final hail to Ray and Dale; A well completed chore.

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**R.C.A.F. OFFICERS HONoured**



Several of the R.C.A.F. personnel who participated in the recent B.47 search, received awards from the United States Air Force in recognition of their valuable contribution to search and rescue. The awards were presented by Colonel W. L. Gibson, Officer Commanding, 44th Air Rescue Squadron, U.S.A.F., during last month's para-rescue exercises at Denver, Colorado.

Above are pictured, left to right, Col. Gibson, S/L Jack H. Jenson, Nursing Sister Marion MacDonald, and Sgt. Dawson.

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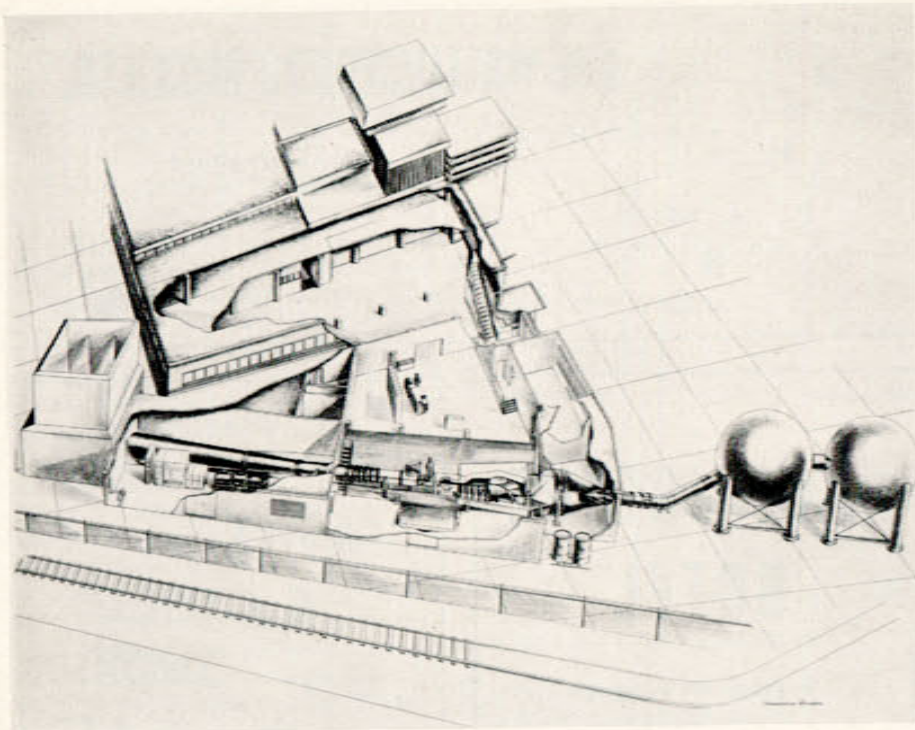
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**BOEING TO BUILD NEW  
SUPERSONIC WIND TUNNEL**

Boeing Airplane Company soon will start construction of a new \$2,000,000 supersonic wind tunnel capable of speeds of more than 2,500 miles per hour.

The new aerodynamic test facility, with a speed range from Mach 1.2 to Mach 4 (four times the speed of sound), will be built adjacent to the present Boeing transonic wind tunnel in Seattle.

The present tunnel, with a speed range to Mach 1.2, requires 54,000 horsepower to provide its top air speed through an eight-by-twelve-foot test section. The supersonic tunnel, with a four-by-four-foot test section, will require only 3,000 total installed horsepower from two compressors to provide peak

velocity. However, in excess of 200,000 horsepower will be developed when tests are being run.

This will be made possible through use of two steel spheres approximately 38 feet in diameter containing more than 50,000 cubic feet of air. The spheres will be pumped up to ten times atmospheric pressure, providing more than 500,000 cubic feet of free air from which the air flow through the test section will come.

Known as the "blowdown" type of wind tunnel, pressure will be valve controlled, with the Mach number regulated by a flexible plate nozzle. The average test running time will be only about 15 seconds.

**TECHNICAL  
NEWS**

Edited by

F/L C. CHESHIRE

**RADAR PAINT**

A paint has been developed that will make objects painted with it resistant to detection by radar. The paint has been bought by the U.S. government for military use and will no doubt be used on their aircraft and ships to protect them from enemy radar detection during hostilities. It has been known for a considerable time that some surfaces, such as wood, are poor reflectors of radio wavelengths used in radar.

**B.O.A.C. DECIDE TO STANDARDISE  
ON THE MARK 4 COMET**

The De Havilland Aircraft Company announced their programme for the Comet following the statements made by the British Government on February 16.

B.O.A.C. have decided to order a fleet of twenty of the new Mark 4 Comet aircraft, a development beyond the earlier versions having an improved type of the Rolls-Royce Avon jet engines (the R.A.29), a redesigned fuselage, greater fuel capacity and other refinements.

The engine to be fitted in the Mark 4 Comet shows a 9 per cent. improvement in specific consumption and a 500 lb. increase in take-off thrust. The Mark 4 Comet will carry 58 first-class passengers on a

stage length of 2,870 miles against a 50 m.p.h. head wind. In effect, this means that B.O.A.C. will be able to fly to Johannesburg with traffic stops at Cairo and Nairobi. There will be direct services from London eastwards to Beirut, thence Karachi, thence to Bangkok, Kuala Lumpur and Tokyo. On the north Atlantic route the Mark 4 Comet will carry its full capacity payload from London to Gander in Newfoundland with full reserves, thus making its application to the London-New York service an economic possibility.

The B.O.A.C. decision to concentrate on this model is made in the interests of standardisation and for the timing of the Corporation's traffic development and fleet requirements; and it facilitates the de Havilland programme because it permits an earlier introduction of the advanced version of the Comet. This version interests the most important carriers, including those who had ordered the Comet 3. It supersedes that model.

The Comet 2, improved in ac-

cordance with the knowledge gained in the extensive work that has been done by de Havilland, the R.A.E., etc., during the past year, is now offered for those medium-stage intercolonial operations for which it is eminently suited, and will be available at an earlier date than the Mark 4 Comet. The Royal Air Force, as stated in February, has decided to acquire

Comet 2's for the high-speed operations of Transport Command, and there will be a single specification for the R.A.F. and for other purchasers. This will embody information gained during and since the recent inquiry. It will be subjected to repeated-loading tests in the water tank, and will, of course, be backed by a full civil Certificate of Airworthiness.



**FRENCH RAMJET**

The first "in-flight" picture of the "Leduc 021," shows the cramped quarters occupied by the pilot inside the nose section. The Leduc, which must always be air-launched, has been under flight development in Southern France for some considerable time.

It is a pure Ramjet, having no engine, and makes its landing on retractable skids after a free flight of around 15 minutes duration.

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**TURKEY**

(Continued from page 11)

In the great tobacco port of Samsun, a statue commemorates the landing of Mustafa Kemal Pasha in 1919. Four years later, with Turkish soil freed of foreign armies, the victorious Mustafa Kemal became the first president of rejuvenated Turkey. In 1935, when titles were abolished and surnames adopted in accordance with 1934 law, the Republic's founder became Kemal Ataturk, which means "Father of the Turks."

"Islam is our only religion," continued Lt. Bilir. "To each mosque we have one Hoca and his assistant Imam. Depending on our work and

if we are able, our people go to the mosque five times a day. Then, too, we have a fasting period of 30 days each year. Then we do not eat from sunrise until sunset each day."

"Our people are quiet and cultured as a general rule. Of a population of approximately 22,000,000, only 1,000,000 are of mixed races—Jewish, Armenian, Greek. A Turkish host will give his visitor his bed to sleep in and neighbours will contribute anything they feel is necessary to make the visitor of their friend comfortable. Visitors to Turkey can hear Turkish music, see Turkish dances, drink Turkish food and liquor (similar to vodka) but they can find American-type at-

mosphere as well. Generally, social responsibilities are similar to those of France."

One of the original signatories of the UN Charter, Turkey was the first state to announce its decision to send a brigade to Korea in 1950. Since then the Turks have maintained a force of 5,000 soldiers to assist UN forces in Korea. They suffered 3,000 casualties. The headquarters of Allied Land Forces, Southeastern Europe, is in Turkey at Izmir Smyrna.

"From University we can go into the Service, with which we remain for ten years. Then we either receive a permanent commission or go back to civilian life. I have been in the Air Force seven years," said Lt. Bilir. "Had I known just how different the course in Canada is I think I would not have come," he continued; "it is not the Navigational course itself — this programme and training are excellent, —it is the English language which is so difficult.

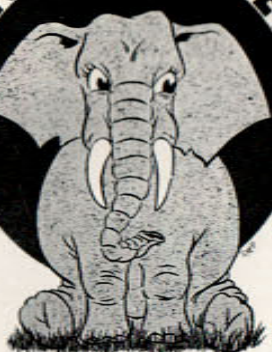
"I live in Ankara—the capital of Turkey. Yes, our country is fast becoming very Westernized, but there is a vast difference yet between Canada and Turkey. You have a very high standard here especially in the luxury and comfort of your houses."

**"REQUEST FOR RCAF 'CRANWELL'."**

CALGARY—The Alberta group of the Royal Canadian Air Force Association will ask the federal government to set up a special Air Force Cadet College to meet the demand for officers in the RCAF. This was one of several resolutions passed by the group during its annual meeting in Calgary recently. It asked that Royal Roads be established as purely a Navy Cadet College; the Joint Services College at RMC Kingston be established as an army college, and that an air force college be established at either Trenton or Camp Borden. One of the main reasons the resolution met with approval was the "entry of graduates from the three colleges, as at present organized, into the officer strength of the regular air force appears to be insufficient to meet expanded needs of the Royal Canadian Air Force." The Association is also asking the government, by resolution, to bring to public attention, within security limitations, the requirements necessary for the nation to resist all-out air nuclear attack against North America, including those for the armed forces and ground observer organizations.

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## PLANE FACTS

(See back cover)

### PLANE FACTS

Seen just after take-off on a shake-down flight is Boeing's turbo-prop C-Strato-freighter.

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