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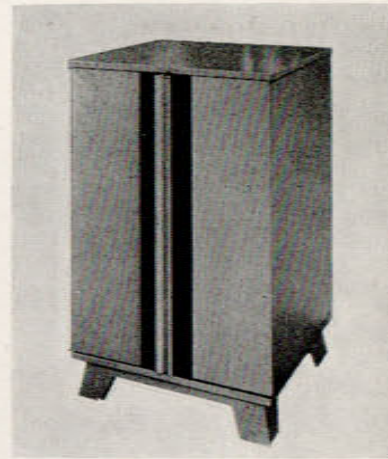
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Editor: F/O HARRY O'HARA

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# EDITORIALS

## The U.S. and Red China

IN ONE FORM or another, one of the basic issues at the Geneva Conference has been whether Communist China should be admitted to the United Nations. More than bringing about peace in Indo-China or seeking a solution to the Korean problem, the Soviet negotiators have emphasized this almost as the *sine qua non* of agreement in Asia.

Mr. Dulles, partly from personal conviction and partly out of respect for public opinion in the United States, has been unable to make such a concession and there is nothing to indicate that he will be able to do so for a long time to come.

The attitude of the United States on Communist China is clear and, for the present at least, uncompromising. No amount of argument will change it, and it would be erroneous and misleading to attribute this policy merely to the influence of a few shrill propagandists in the so-called China Lobby. It is an attitude which finds strong supporters in both political parties and which springs from a deep feeling in the people themselves.

The case for recognition of the Peiping Government is usually put in terms of realism. It is "realistic," the argument goes, to recognize the fact of Communist control over the Chinese mainland; conversely, it is "unrealistic" to go on recognizing the rejected and unscrupulous regime in Formosa as the representative of the Chinese people.

The United States recognizes many Governments whose principles it detests—in Asia, in Europe and in South America—and should not make a special distinction for China, which should be accorded the normal diplomatic relations granted to other Communist countries at peace with the United States.

Last September the New York Times published a leading editorial which stated: "The attitude of Americans is based on grounds that are matters of principle. Quite apart from the absurd idea that an aggressor should be allowed to shoot its way into an organization

to oppose aggression, or having failed in that should be allowed to weasel its way in to argue about the conditions upon which it will desist from aggression, there is a strong basis of American conviction that our Allies should take into account."

### MANIFEST CRIMES

Burke may have been right when he said that one could not indict a nation, but one can indict a regime. The American people have indicted the Red Chinese hierarchy for manifest and heinous crimes. It is therefore intolerable to them to countenance fraternal trafficking with the criminals in the name of realism or expediency.

The article listed the proven crimes of aggression and criminally atrocious behavior towards war prisoners, and then observed "Conditions in Red China may change. However, there is no evidence as yet of any desire or willingness for such change on the part of mainland Red China's Red conquerors. Unless and until there is such a change Americans will continue to oppose embracing that which is evil."

There are many both in the U.S. and elsewhere who question the soundness of this attitude as a long-run policy (as it apparently is), but the fact of the matter is that it does represent the considered view of the Administration and the majority of the people of the United States.

It would be well, as the Times suggests, for the rest of the world to get used to this fact.

### Right and Wrong

THOSE WHO ascribe all manner of high flown reasons to crime will find little to their liking in the views of Sir David Fyfe, Home Secretary of the United Kingdom.

It is Sir David's opinion that far too much is said about "complexes." Criminals, as a rule, he finds to be "just bad and nasty."

He believes that there are four reasons why crime is twice as pre-

valent in the United Kingdom today than before the war:

1. Lack of parental control.
2. The increasing problem of broken homes.
3. False values given out and promulgated by certain films and newspapers.
4. The lessening of the power of religion in the ordinary affairs of life.

Sir David said:

"There used to be a feeling in regard to the ordinary unimportant aspects of life that when one did wrong it was an offence to God as well as an unpleasant thing to do.

"It is vitally important that there should be the recognition that crime is wrong in the moral sense and that punishment is deserved. This view is often absent from the minds of those who come before the courts.

"The problem which most impresses me is this: Can we, in the second half of this lunatic twentieth century into which we have been born, make the spiritual stature of man at least approximately commensurate with the scientific advances for which he is responsible."

"If we can, the hopes of changing a mad century into a sane one are enormous."



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## Personality

WO1 R. V. YATES, MBE

WO1 R. V. YATES, MBE., Technical Services representative of 1005 SD/TCA, a unit of Air Materiel Command, has the responsibility of ensuring proper liaison between Trans-Canada Airlines and RCAF Station Winnipeg. This quiet-spoken warrant officer carries out his many tasks always in the true tradition of the Service.

Bob, or "R.V.," as he is known by his many friends in all parts of Canada, was born in Renfrew, Scotland, and educated in Dublin, Ireland, before setting out as a young man to find his own destiny in Canada. Being keenly interested in sports, particularly Football and Boxing, and no doubt influenced by his experience as a boy with the Argyle and Sutherland Highlanders, he was thus interested for several reasons in the RCAF, which at the time of his arrival had a boxing team well known in Canada and the Eastern U.S.A. In the mid-twenties Bob joined the Air Force, first as a "Machinist," later re-mustering to "Fitter AE." After approximately 18 months of active learning and sports life at Camp Borden he was posted to Civil Government Air operations at Winnipeg Air Station. Here he found the

life he enjoyed most, working as a crewman on forestry operations and later aerial photography. During this time he took up Canadian football and was considered a good "end" in Winnipeg football circles; he also won a Manitoba Boxing Championship and managed to reach Dominion finals. Incidentally Bob feels that amateur Boxing was a better sport then than at the present time with many more and better type competitors.

Shortly after this period, "R.V." was posted to Vancouver, but was to see little of the "bright lights" as he was engaged on flying operations in the then unmapped Arctic and Northern B.C. Hours were long (one summer Bob logged 200 flying hours in six weeks) and the precise maintenance demanding, but the experience of helping "open up the north" is a memory cherished by the many retired and serving personnel who shared the effort.

At commencement of hostilities Bob was posted to Eastern Canada on recruiting duties in London, Ontario, operating that Centre while setting up others in various Centres in Ontario. Later, with the opening of the BCATP, he was posted to Calgary in charge of in-

spection at the two large Supply Depots supplying the many Stations in the West. In 1941 Bob was again posted to the West Coast to set up Engine Overhaul Shops in various operational sqdns. After a heavy spell in the Aleutians he was posted to OTU at Boundary Bay as maintenance wing Warrant Officer. By this time Boundary Bay was operating the largest OTU in the British Empire, with 38 Liberators, approximately 58 Mitchells, and various other aircraft. Bob was given the job of setting up the Maintenance System, employing approximately 1,900 personnel, and for successfully completing this and other assignments he was awarded the MBE. Many will remember Bob as Chairman of the Sergeants' Mess at "Boundary," with representatives from all parts of the British Empire and boasting a membership close to nine hundred.

Bob's next move was Overseas, after offering to revert in rank for that opportunity, and he finished up with 431 Sqdn. Craft as Maintenance Warrant Officer. He returned to Canada as a Pacific Volunteer and, when the Pacific war ended abruptly, was posted on dispersal of Lancasters returning from the U.K. stationed at Scoudouc, N.B.

Post War his ability for organizing maintenance was next utilized at WEE Flight, Edmonton, where approximately 30 Aircraft of all types, plus two Meteors MK (II), were in operation. Bob particularly enjoyed this period of his Service, due to the splendid co-operation of aircrew and groundcrew at this unit.

Another stint in the maintenance field saw Bob at 442 (R) Sqdn. at Vancouver, which was one of the first jet squadrons in Canada. He later returned to Edmonton and operated the ground instructional school, which was the forerunner of our present TTU's, and from here went to NWAC in charge of the ground training for Reserve Squadrons in Western Canada.

"R.V." is well remembered by many officers who were Air Cadets from 1948 to 1951 and knew him as their Camp Warrant Officer, a post he remembers as providing some of the enjoyable and interesting work of his career. Following this he was transferred to No. 11 TSU at Montreal, where plenty of



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## OUR DISTINGUISHED VISITOR



British Minister of Supply Right Honourable Duncan Sandys who visited Station Winnipeg April 22nd on his tour of NATO establishments. Above he is introduced to F/L R. W. Gellard, RAF exchange officer, by Commanding Officer Group Captain R. B. Ingalls (right). On his visit to the Flight Cadets Mess he chats with A/P/O I. B. Hamilton of Stirling, Scotland.

Last month the Rt. Honourable Duncan Sandys, Minister of Supply for the United Kingdom, stopped briefly in Winnipeg on his tour of Canadian NATO establishments.

The brilliant career of soldier, diplomat, and M.P., Sandys might well serve as an inspiration to young service-men. Following a period of service at the Foreign Office and at the British Embassy

in Berlin, he joined the Army, served in Norway, and rose to the rank of Lt. Col. before being disabled and returning to parliamentary duties.

In 1943-44, he became Parliamentary Secretary and Minister of Supply. He has been a member of the General Council of the B.B.C. since 1947 and is Chairman of the European Movement.

administration and midnite oil were required to successfully service nine Technical Service Detachments. From Montreal Bob was transferred to his present position, where last year he was awarded the Coronation Medal. He is married and has a daughter 19 years old; his family reside in Montreal.

Bob's favorite pastimes now are good reading and coaching boys' sports. However, he will no doubt be found on the tennis courts when Winnipeg's belated summer arrives. A regular face in church, and a friend to all who know him on the Station, VOXAIR is proud to include WO1 Yates on its list of Personalities.



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## Current Affairs...

Edited by

**DR. L. A. GLINZ**

Current Affairs Adviser—Joint Services.

### FRANCE

By S/L LEO LAFRENIERE

THE "SUBMERGING" of the fortress of Dien Bien Phu has provided both optimists and pessimists with another opportunity for pronouncing a judgment on France. Even before the fall of the bastion, an American news magazine had commented: "Unless France changes basically, it cannot be considered a key factor in any situation—including the defense of France." On the other hand, the day after the Vietnam victory, an influential Canadian newspaper observed editorially that the most striking feature of the episode was the unforgettable heroism of the French forces. A news dispatch, echoing the commander's last official message, "Vive la France", added weight to this view.

The visitor to France, who reads these comments, is reminded of very similar reactions as expressed by fellow-countrymen from the New World, on their first "tour" of what their history books had called "Gaul." For example, one young stenographer, on holiday, would sum up her impressions of the great and ancient ecclesiastical monuments of France in three words: "Dark, damp and dirty." Another would confess that a week would not suffice to explore and enjoy the beauties of Chartres. Obviously, the opinion expressed in these two instances, as in the journalistic examples given above, reflect, in great part, the culture of the speaker and writer concerned and, only indirectly, the whole truth.

It is a commonplace that amateur tourists as well as professional reporters inevitably project some of their personal attitudes into their sightseeing in foreign lands but in

view of what appears to be an excessive emphasis on French deficiencies at the present time in much of the English-language press, it may be in order to point out the danger of subjective influences in the forming of these judgments, and to emphasize some facts about France which appear under-estimated or ignored.

It cannot be too often recalled that the British, Canadian or American political systems are not necessarily ideal for all other nations, and should not form the only standard by which political activity in other nations is measured. The Anglo-Saxon who prefers a two-party kind of democracy, an executive branch able to wield power for periods of four or five years and policies based on "facts", is almost inevitably confused, and perhaps disgusted, by the French spectacle of a multi-partied Assembly, short-lived ministries and debate charged with deep emotion. He is liable to forget that to gain power a ministry of France must work out a coalition of interests which resembles closely the mosaic of groups necessary to form a typical major Anglo-Saxon party; he usually is unaware of that tremendous corps of professional civil employees who carry on France's day-to-day administration, regardless of changes in the ministry; he is often unable to appreciate the definitive effect on human affairs exercised by intangible things, hatred, honor, a common "Resistance". A little prodding below the surface of French activity also leads to the discovery that 20,000 local councils carry on France's grass roots political life with unheralded efficiency and that

a solid core of competent leaders survives from one Cabinet to the other. The changing patterns of political power since 1944 also show a discernible trend from the far left to what is now a little right of center. An astute observer might feel that France has thus moved gradually through an evolution which in the Anglo-Saxon countries was marked by radical fluctuations of political fortune, with the same end result.

Of course, France has problems. The damage wrought by the last Great War was estimated at 100 billion dollars. Housing, transportation, electric plants, agriculture, industry have had to be restored or modernized. In the meantime, the war in Indo-China cost twice as much as the amount received through the Marshall Plan. That war has added at least 100,000 to the crippled and dead million of the Great War. The threat of future attack on the Mother Country has imposed the raising of 12 divisions thus far.

France has also been involved in three great trends of modern history. At home the world-wide demand for greater social security has had to be faced. Abroad the rising tide against colonialism naturally affects this nation, the greatest colonial power in the world today.



(1) Fallen fortress; (2) Earlier landing made.

Both at home and abroad the pressure of communism diverts energies from other urgent tasks and sows confusion. On the strength of their share in the Resistance, communists gained prestige in post-war France and were excluded from the Cabinet only in 1947. Constitutional provisions which they helped to draw up, plus a theme of anti-Americanism and anti-capitalism, enable them to keep 100 members in the National Assembly, to hamper decisions on foreign policy and to retard industrial progress. Understandably their old comrades-in-arms have preferred to win them back gently to authentic service of their country rather than outlaw them. In this connection it is well to remember that only ten years have passed since the Occupation obliged Frenchmen to make choices of loyalty which still leave scars.

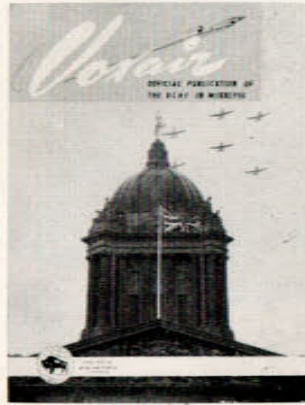
France, no larger than the state of Texas, remains the keystone of Europe, the continental hub of transportation, strategy and diplomacy, and is one of the few self-sufficient countries in the world. Perhaps the most important point

to keep in mind in assessing this nation of 42,000,000 souls is that the mighty debates which shake nations everywhere do seem to come to a head. The French heart which beats in sympathy with all truly human aspirations must necessarily be full to overflowing in these momentous times. The French mind, dwelling on this tumescence with its customary delicate sense of values, naturally rejects all hasty, over-simplified formulæ for bringing order into this chaos. Lucidity is a step-by-step process. It has in the past produced the unity of France, a nation which, in the long run, as it proclaims itself, is "indivisible." That process may lead gently to a united world, if France's friends and enemies will give her faith and time.

\* \* \*

*Just Us Historians.*—In Akron, police raided a 9-by-12-ft. room, inside found two chairs, a bed, a table, a dresser, three pairs of dice, twelve decks of cards, one bottle of gin, and 23 men who explained that they had gathered "to discuss current events."

## COVER STORY



In our cover picture the photographer has caught a happy combination of our flag, City of Winnipeg's 403 Squadron and, of course, Manitoba's famous Golden Boy.

403 Squadron, incidentally, will be participating in the Air Force Day flying display which this year promises to be better than ever, with visiting jet exhibitions, numerous bands, the largest fly-past in Canada and all the color and entertainment the Air Force Day Committee can muster for visitors on June 12.

## Today in SPORT

By CPL. HOWARD O'BYRNE

**THE SAME SEASON**—same year—same magazine, but a different Sports Editor. Tho' happy of the opportunity to take over, we are sorry to see Dave leave our staff. Good luck, Dave, and maybe our paths will eventually cross again.



Dave Sweeney

This is the time of the year when we are changing from one sport's season to another: the winter sports just being completed and the summer activities are commencing.

### BOXING

We promised last time to have some boxing news for you. All we have so far is still in the planning stage. However, LAC Gusway has been invited to participate in the Dominion championship trials in Toronto, starting May 10 and ending May 12. The winner of each event will go to the B.E.G. in Vancouver next summer. Gus is trying to hold his pounds down to 118 so he can enter in the bantamweight class. Good luck, Gus, and hope to see you in Vancouver come July.

We understand that 14 Group is sponsoring a card later on this month in Moose Jaw.

Incidentally, anyone on the Station interested in this sport is asked to contact Gus at the AMU.

### BASEBALL

The Station Ball club is getting into shape, with F/O Wayne McAlpine and F/O Fred Meadows at the helm. With all the material they have, we think they will be able to turn out a good team.

An inter-station baseball meeting was held on the 27th April in Winnipeg, and four teams formed into a league, consisting of Gimli, Portage, Macdonald and Winnipeg. It is anticipated that the league will get underway on May 31, with one home and one away game per week. The opening Winnipeg game

will be at 18:15 hours on June 2 on the station diamond.

Incidentally, anyone interested in playing baseball is asked to contact F/O McAlpine for a tryout. As for the rest of us, let's get out and support our team.

### BOWLING

The Station Bowling League completed its schedule on Thursday, April 29. Everyone regretted to see the end, but all feel it has been a successful season. May 3 will see the semi-finals commence with 16 teams participating, and from the season's play it looks like seven evenings should show some a tough series shaping up. The next interesting competition.

### ENGLISH RUGBY FOOTBALL

RCAF Station Winnipeg can take quiet pride in the fact that it has reintroduced to Manitoba the sporting game of English Rugby football. It all started in October of 1953 when the RAF trainees solicited the aid of the Sports Section on the Station and started holding practice matches on evenings and Saturdays.

These interesting happenings came to the attention of Dr. R. W. Pringle, head of the Physics department at the University of Manitoba, and being a Scottish International player himself he saw possibilities in the fine calibre of play shown. And so it was that



G. FOSTER

"Detail Scrubbed."

the Station teams put on an exhibition game at the University, where a large crowd of students, faculty, and Station personnel watched with keen interest the first organized post-war Rugby match staged in Manitoba.

Following this, the University under the direction of Dr. Pringle showed much interest in fielding a Rugby team. On the last Saturday in October the NATO team from the Station returned again to the University and walloped an enthusiastic but hopelessly outclassed side to the tune of 25-0.

In retrospect the writer takes pride in recalling some of the names of the students from the Station, most of whom have since graduated, who played so well and did so much to make the game once again an instant success in Manitoba. AP/O David Thallon and AP/O Keith Stewart, with AP/O Tony Hedge, did most of the organizing. AP/O Glyn Jones from Course 5306 had been a Lancashire

(Continued on page 31)

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The English game differs slightly . . .

# TRENDS AND COMMENTS

by F/L J. A. GAUTHIER

IT IS becoming quite apparent that we have been in a business recession for some months and this state of affairs will probably continue until early fall.

One of the possible reasons for this business slow-down can be found if we glance backwards about two years. At this time the American and Canadian governments lifted credit restrictions and there was a large splurge of credit-buying in both countries. Many families took the two-year plan to pay for the new automobiles, stoves, and 'fridges, and by late summer 1954 a large portion of this credit-buying should be paid up.

If this be true, there should be an increase in purchasing power of the average Canadian by September 1954, and loose money in a

pocket certainly burns a quick hole.

Canadians who watched with interest and amazement the amount of tugging and pulling that was necessary recently to get a government bureau to admit that "mixed fruits" were not peaches will be thrilled with the following item that is a peach:

The Canadian government has dropped a 15% tariff on uranium imports. This remedies a situation where the uranium produced at the government-owned Eldorado mine was shipped to the government-owned refinery at Port Hope, Ont., and from there to the U.S.A. for further refining; on its return to Canada for use at Chalk River the 15% tariff was applied.

The Canadian government is the only purchaser of uranium in this country. Figure it out for yourself!

Japan came into the local market last week to take three cargoes of No. 5 wheat for May loading. This follows the sale of 12 cargoes various grades made here early in the year to Japan.

Exports of better than 10,000,000 bushels will be recorded from British Columbia and it is expected that May will show a similar volume. Total shipments for the bushels, a gain of 23,000,000 over crop year to date are 105,000,000 the same period last season.

There were five ships here at the time of this demand for grain, and in the previous two days export loadings were 787,507 bushels.

This bears out the authoritative prediction that Japan is quickly resuming her past role as one of Canada's largest wheat customers.

Canada's government has created an excellent climate for investment—"I know of no other country in which the government has created a better one"—Robert Ben Bradley, new president of the International Harvester Company in Canada, said in Winnipeg Tuesday. In an interview, Mr. Bradley said "Lots of countries have possibilities but if you don't have a stable government, shareholders hesitate to invest." "It looks to me like you have tremendous possibilities of development."

LONDON—This week a three-man "sell Manitoba" team, headed by Hon. R. D. Turner, minister of industry and commerce, met with directors of the largest gold bullion dealers in Britain as its British tour neared an end.

The Manitoba salesmen were the guests of Col. Louis Franck, chairman of the Samuel Montague company, one of the many large City of London investment firms with which they have had talks connected with promoting industrial investment interest in the province.

# Chaplain's Page

*Love Thy Neighbor, He is God's Image*

By F/L P. GORIEU



IS THERE any difference between the love of God and the love of neighbor? Essentially none. Love of neighbor means love of God, as He is in our neighbor.

The command of Christ to love our neighbor is not just an after-thought or a whim of Christ to make life burdensome for us. Far from it. It is essentially the same as the love of God. You cannot love God and hate your neighbor. That is a contradiction.

In the strong words of Saint John: "If a man say, 'I love God', but hateth his neighbor, he is a liar." You cannot say a face is beautiful when you see it directly, and then say it is ugly when you see the same face clearly reflected in a mirror.

So it is with God and neighbor. Our neighbor is made to the image and likeness of God—a spiritual, not a bodily likeness—because every man has a spiritual and immortal soul, which is made to the image and likeness of God.

This spiritual likeness I must try to see, even though it is sometimes hard to see, like a lily in the dark. I may not like the way my neighbor walks or talks or combs his hair. I may not like his taste in clothes. I may not like his actions or political convictions. I may not like the things he said about me behind my back.

In short, I just do not like him (nor he, me, perhaps, for the same reasons). But I must try to see him in the spiritual likeness of God and love that godly side of him. I must love God as He is in my neighbor.

I must also see in him a person who has the same eternal destiny as I have. He is trying to achieve an eternal union with God, whether he knows it or not. So am I. We are fellow pilgrims trying to live out the same days and hours on this

same earth. We should do it together for our mutual advantage.

I must also see him as a person redeemed by Christ, Who died for all men of all times and all places. If Christ thought enough of him to die for him, I should think enough of him to be kind to him.

Pious nonsense? Try it for five minutes and see what a difference it makes. Try it for a week, and those people who now think of you as a beast will look upon you as an angel. What a difference it would make if everyone tried to see in his neighbor—not a nuisance, not a bore, not an enemy—but a creature whom God thought enough of to make in His own image and likeness.

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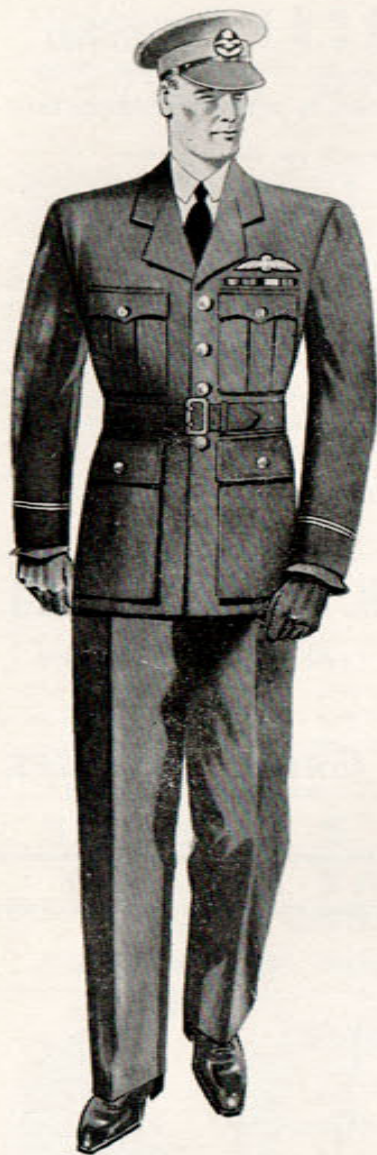
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## AUTOMOBILES



1954 Hillman

IN ANSWER to many requests, we introduce in this issue a section devoted to automobiles and to those who appreciate them. For the information of interested readers we have an assortment of twenty-three 1954 cars lined up to test. It is not intended to deal with the very common domestic cars about which everyone appears to know everything, rather we shall concentrate on the more uncommon types of domestic and foreign cars. No particular bias will be shown to any make, type or country, our plan being to present the man in the Service with an honest appraisal of each machine. In addition, this department looks forward to serving in an advisory capacity regarding any car problems or queries.

### RoadTest of the 1954 Hillman

#### Specifications:

Engine:  
77.2 cu. in. developing 42 b.h.p.  
Side valves  
Compression: 6.8:1  
Single Zenith Carburetor

General:  
Four gear speeds ahead  
Independent coil suspension at front and half elliptic springs at rear  
12 volt electrical system  
Wheelbase—95 in.  
overall length—162 in.  
height—60 in.  
ground clearance—6½ in.  
unladen weight—2121 lb.

Price:  
Sedan—\$1949 Convertible—\$2125  
Californian (illustrated)—\$2145

Local Dealer:  
Walsh-Graham Garages, Winnipeg

Manufacturers:  
Rootes Motors Ltd., England.

#### Performance:

Test Conditions:  
Dry with a 30 m.p.h. cross wind. The car tested had approximately 1,000 miles on the clock.

Acceleration:  
0 - 30 : 7.5 sec.  
0 - 50 : 20 sec.  
30 - 50 : 13 sec. in top.

Top Speed:  
A true 69 - 72 m.p.h.

Comfortable cruising:  
55 - 60 m.p.h.

Gas consumption:  
30 m.p.g. for city driving  
Minimum speed in top gear:  
11 m.p.h.

It doesn't take you long behind the wheel of a Hillman to realize that, despite its size, here is a car which offers exceptional comfort and style. It isn't big, yet four can be carried with space to relax for long journeys, and, at a squeeze, six over shorter distances. It is perhaps a little more expensive than other models selling in its class, but for what is offered I think the car can be called good value these days. Why? Well, it's economical, has a good performance, cruising happily at between 55 and 60, the quality of finish is well above average for mass produced cars, and furthermore gives you the ride of a

(Continued on page 18)



Peter McLoughlin who will be editing the material for this department is a very happy choice for the job as his family have been driving sports and racing cars about Europe since 1910. In addition, Peter is something more than a mere fancier of fine cars. He is a member of the Royal Automobile Club, the St. Lawrence Automobile Club, the Winnipeg Sports Car Club and is associated with the Canadian Automobile Sports Committee. He has driven most European and American sports and passenger cars and is currently rolling about Winnipeg in a 1953 Sunbeam Talbot.

Following eight years of school in England (Downside), Peter comes to us via Royal Roads (48-50) and R. M. C. (50-52) and sums up his future plans briefly as "In for life." We're inclined to believe him.

## WD's Report

By LAW ANN ZAWADIUK

SEVERAL THINGS have occurred since we last visited. About the only thing that has remained unchanged is the weather. But let us not fret . . . better days ahead (I'm told).

The Easter Bunny was quite generous to a couple of our girls. Cpl. "Jackie" Beaubien got a posting to Portage la Prairie. Hope your friends there won't have to phone you at 6:00 a.m. to wake you in order for you to get to work on time. LAW Dot Rodgers was fortunate in getting an overseas posting. She will be joining our many friends in England.

Some of the girls were lucky to be home with their families and friends during Easter. The rest, however, spent a "hilarious" (??) week-end on camp. Nevertheless, on Easter Sunday the majority were seen in church.

LAW May Dawson was a lucky girl on April 22nd. A miscellaneous shower was given in her honor. to arrive at Station Winnipeg. She was one of the first airwomen After unwrapping all the gifts, we feasted on chocolate cake and ice cream (provided by the Mess Hall) and coffee (made by Cpl. J. Beau-

bien and LAW Christie). Humor for the evening was provided by LAW Jerry Henderson . . . some tall stories, that gal can tell.

Gladys Burrows and her man are not only keeping the Post Office staff busy, but giving the telephone company a fair amount of business. Cold Lake calling Winnipeg — Cold Lake calling Winnipeg . . . but June isn't too far away and then Gladys hopes to make her way to Alberta for a few weeks' leave. Then comes September . . . Wedding Bells!!!

Incidentally, Gladys is our new PMC. She's just the girl that is capable of doing a good job.

Trade Board results back and more smiling faces. Congratulations to all; now you can commence studying for your next grouping. Cheerful, eh?

LAW Rene Kurmey is back from leave spent in Vancouver with a particular twinkle in her eyes. Could be you're holding out something from us? Maybe a "HE" named Bill??

"Yours truly" has learned from a correspondent at Whitehorse that the airwomen on that Station take the lead on Pay-Parades. Having a small number of airwomen in comparison to airmen, they are paid first. (Spared the long wait in line.) Very good idea, I say!

Seems that quite a number of girls are locking themselves out of their rooms lately. Couldn't be some sort of contest going on, between LAW Sally Maxwell and LAW Jean Christie? (Let us know the result, OK?)

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# LADIES' GUILD TEA

THE PROTESTANT Ladies' Guild, RCAF Station Winnipeg, held a public tea recently in the old officers' mess.



An informal moment is enjoyed by, left to right: Mrs. A. R. MacIver, Mrs. S. M. Parkhouse, Mrs. R. M. Ingalls, Mrs. A. V. Branscombe, Mrs. J. Hope, Mrs. F. Gaffney.

Featured at the tea was a bazaar, with an apron bar, a bake table, knitted baby clothing, a plant table and a children's fish pond. The RCAF 5th Winnipeg Brownie pack also held a sale of doughnuts and candy.

The tea was a grand success, and the proceeds go toward the purchase of a memorial window for the new RCAF Protestant chapel on Whytewold Road. This window is to commemorate the boys who trained at RCAF Station Winnipeg during the Second World War and gave their lives either in training or in action.

Ladies who assisted with the tea were Mrs. S. M. Parkhouse (head



Conveners responsible for the success of the Ladies Guild tea are, left to right: Mrs. S. M. Parkhouse, Mrs. J. Hope, Mrs. W. Hryciuk, Mrs. F. Y. Craig, Mrs. R. E. Ratcliffe.

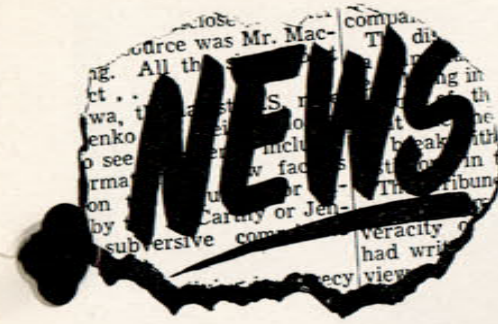


Mrs. R. B. Ingalls who with Mrs. J. G. Bryans was in charge of the tea table.

convenor), Mrs. J. G. Bryans, Mrs. R. B. Ingalls, Mrs. R. E. Ratcliffe, Mrs. F. Gaffney, Mrs. A. A. Lawton, Mrs. J. L. Bervan, Mrs. A. R. MacIver, Mrs. W. Hryciuk, and Mrs. J. Hope.



Mrs. S. M. Parkhouse and Mrs. J. G. Bryans who were well pleased with the station support of the Ladies Guild Spring tea.



News Editor: F/O H. N. MacMILLAN

## EAST CANADA

MONTREAL—At a ceremony marking acceptance of the 1,000th F-86 Sabre jet produced by Canadair for the RCAF, Defence Minister Claxton said there can be no means of massive retaliation unless the country has the "massive" capacity to produce these air weapons, like the F-86 Sabre jet, the CF-100, all-weather fighter, and radar. "If we have them they may well prove to be a successful deterrent (to would-be aggressors) for peace," he said. Describing the occasion as a "true milestone in the annals of Canada's aviation industry," Mr. Claxton said it was the first time in Canada, and one of the few times in the world, that one aircraft company has produced 1,000 consecutive front-line planes. "It is also the first time that Canada, during peaceful years, has had Air Force squadrons based outside the country to guard the ramparts of the free world," he said.

AYIMER — Preparations are under way here for the teaching of ground control approach. Use of the most modern equipment will be used by the students of the new school. Group Capt. J. P. Scott, commanding officer of the station, said the new equipment is pretty well on hand and he anticipated the course will start shortly.

NORTH BAY — Group Capt. H. C. Ledoux, DFC, of Montreal, senior personnel staff officer at Air Defence Command, St. Hubert, has been appointed commanding officer of the RCAF station at North Bay, Ont., to take effect July 1. He will succeed Group Capt. F. R. Sharp, of Moosomin, Sask., who is being transferred to RCAF Headquarters, Ottawa.

MONTREAL — W/ C. H. Mussells, DSO, OBE, DFC, of Montreal, has been appointed commanding officer of the Central Flying School, at Trenton, Ont. He is being replaced as senior air staff officer at Air Transport Command by W/C G. J. J. Edwards, DFC, of Ottawa. Both appointments are effective July 26.

MONTREAL — A veteran Canadian naval officer pitted two new ships in an imaginary atomic-age battle recently. Without hesitation Capt. Frank Freeborn, principal naval overseer at Canadian Vickers, named the one he

would prefer to be aboard. The reason he gave the nod to H.M.C.S. St. Laurent, pride of Canada's post-war navy, instead of the much-publicized American submarine Nautilus, was the sub-chaser's speed. "In any theoretical battle, the St. Laurent could 'pick up' the Nautilus before she became effective. The St. Laurent is fast enough to take care of the latest-type submarine," he said.

## OTTAWA

OTTAWA—The French Air Medal, highest award of its kind, was bestowed on Defence Minister Brooke Claxton by Louis Christiaens, visiting French minister of defence for air, here last month. The "Medaille de L'Aeronautique Francaise" was presented at the French Embassy in recognition of Mr. Claxton's and Canada's services to France in the training of French pilots.

OTTAWA—Sqn. Ldr. Robert Christie, 30, of Vancouver, flew from Sea Island Airport at Vancouver to Upplands Airport here in 3 hours and 46 minutes last month. The previous record time for the 2,289-mile flight set by the Comet was 4 hours and 25 minutes. In setting the new mark, Sqn. Ldr. Christie also established a new record time for the Winnipeg to Ottawa leg of the flight. He made that part of the trip in 1 hour and 51 minutes compared with 2 hours and 10 minutes taken by the Comet.

OTTAWA—Both RCAF Comet aircraft are undergoing a number of modifications and have not been in the air for about two months, it has been disclosed. It is expected it will be several weeks before they are ready to fly. Meanwhile, there has been no general order as such, grounding the aircraft, as was imposed by Britain and France recently.

OTTAWA—The RCAF has rejected plans for a revolutionary new type of helicopter proposed by 33-year-old Yugoslav immigrant scientist Dusan Premovic. The proposed aircraft would fly at 450 miles an hour and would be powered by a jet engine. Once the plane reached a speed of about 170 miles an hour, the roto blades that lifted it would fold into the fuselage and the helicopter would fly as a normal plane. The air force examined the plans in detail but told Premovic, who now lives in Montreal, that it would be too costly. The air force said it was rejecting the plans with regret.

OTTAWA — It has been announced that Air Commodore A. D. Ross, 47, who lost an arm during the Second World War rescuing two airmen from a crashed plane, will go to London as air member of the Canadian joint staff there. Taking over Air Commodore Ross' job as officer commanding Maritime Air Command will be Air Commodore Martin Costello, 49, of Alexandria, Ont. He has been air member in London since 1951.

## WEST CANADA

EDMONTON — The work of 435 Transport Squadron was commended recently by Group Capt. Z. L. Leigh, of Montreal, officer commanding Air Transport Command. In reviewing the squadron and inspecting its base located at the northeast corner of the municipal airport, he indicated there would be no changes at present in the twin-engine Dakotas and C-119 Flying Boxcars the squadron is using.

VICTORIA—Defence Minister Claxton said here that Canada and the United States have had the closest defence co-operation since 1936 and "we need nothing more than we have now." He was commenting on a speech by Congressman W. Stirling Cole that Canada and the U.S. should sign a defence pact.

VICTORIA — Hon. Duncan Sandys, Britain's Minister of Supply, thinks Canada's west coast defence system would prove a formidable barrier to an attacking force. The veteran diplomat and former soldier made the statement while visiting military installations on the coast.

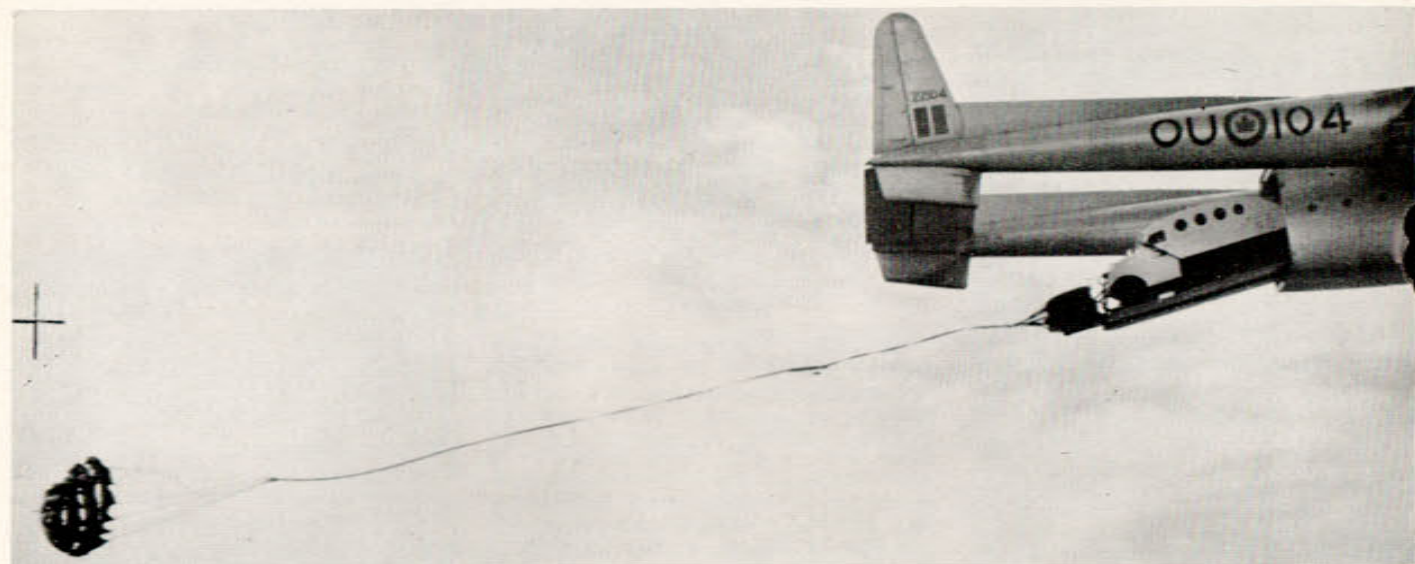


Jet STRATOTANKER and Jet STRATOLINER are the Boeing names chosen for the military and commercial versions of America's first jet transport, Boeing Airplane Company announced recently. The names, descriptive of the duties for which the swept-wing airplane is designed, also carry on a Boeing naming tradition. The 190,000-pound four-jet airplane is designed for use by the military as a high-speed, long-range tanker-transport or as a commercial transport by the airlines. Here Boeing employee "Eddie" Albright lends her artistic talents to the sign being painted on the nose of the \$15-million prototype model scheduled to roll out in June and fly late this summer.

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#### CENTRAL CANADA

**WINNIPEG**—The first "Bombardier" tractor-driven snowmobile to be air-dropped at the Canadian Joint Air Training Centre, Rivers Camp, Manitoba, was successfully delivered from a height of 1500 feet by a C119 Flying Boxcar, last month. Three giant parachutes, each 100 feet in diameter, gently lowered the 12 passenger vehicle to earth.

This photograph, which has just been released, shows the Bombardier clear of the C119 Fairchild Flying Boxcar and starting its 1500 foot descent. The extraction parachute is at the extreme left of picture and the three 100 foot parachutes are lifting clear of the platform while still in their packs. The parachutes were automatically disconnected from the load on impact with the ground, leaving the 12 passenger snowmobile in condition to be immediately driven away.

**WINNIPEG** — A visitor to Station Winnipeg this week was F/O Josephine Foote who is on a lecture tour in connection with recruiting for the Women's Division.



F/O JOSEPHINE FOOTE

#### UNITED STATES

**NEW YORK**—Last month three U.S. Navy jets made a non-stop flight from San Diego, Calif., to Floyd Bennett Field, Brooklyn—on a route covering 2,438 miles in less than four hours. They were facilitated by tanker refueling over the Hutchinson (Kan.) Naval Air Station. The weather was excellent. The planes fly at altitudes of 40,000 to 45,000 feet and averaged about 645 miles an hour, a Navy spokesman said.

**WASHINGTON**—The automatic radar warning net along the Arctic rim of North America will cost an estimated \$1,000,000,000 and take until 1957 to complete, U.S. defence sources said recently. U.S. Defence Secretary Charles E. Wilson, issuing this statement, said that survey and sighting work in the Canadian-American venture is "already well advanced." There was no indication just how the cost of the project would be allocated to the two countries.

**NEW YORK** — Representative W. Sterling Cole (Rep., N.Y.), asserting the Russians soon could launch a "saturation attack against our nation," has called for an American-Canadian air defence pact to hasten the erection of outflung defences. Cole, chairman of the joint Congressional atomic energy committee, said Canada's defence is interdependent with that of the United States and he proposed: "That our government, as speedily as possible, enter into a mutual continental defence pact with Canada, under the authority of the United Nations, comparable in purpose, scope and organization with the North Atlantic Treaty Organization." He said this should create a North American continental defence organization, under a supreme commander, with American and Canadian land, sea and air forces assigned to it. (See Defence Minister Claxton's comment under "West Canada.")

#### OVERSEAS

**LONDON**—An air ministry spokesman said recently that RCAF Sabre jet fighter planes — perhaps three squadrons — will be included in the RAF fly-past planned over London May 15 when the Queen returns from her Commonwealth tour.

**LONDON**—Defence Minister Field Marshal Earl Alexander disclosed recently that Britain would make a further contribution to the support of the proposed European army and other Allied forces in Europe. The long range jet bombers now being manufactured for the Royal Air Force that are equipped to carry atomic bombs are to be "placed at the disposal of the Supreme Allied Commander for use in the event of war in the area between the North Sea and the Alps," Earl Alexander said.

**FONTAINEBLEAU** — Air Marshal John L. Plant, Canada's highest-ranking officer in the North Atlantic Treaty Organization, bowed out last month as Chief of Staff of Allied Air Forces, Central Europe (Air-cent). A/M Plant, 44-year-old graduate of the University of British Columbia, turned over his position as No. 2 man in NATO's No. 1 air arm to South African-born Air Marshal Henry P. Fraser of the RAF. He now returns to Canada for reassignment after a 2½-year overseas tour of duty.

**BRUSSELS**—Last month EDC was ratified by Luxembourg who thus became the 4th signatory to approve the pact. Normally the decisions of the Luxembourg Parliament are subject to a vote at a subsequent session but the Council of State ruled that the vote should be considered final.

**MALTA** — Canada and the Royal Canadian Air Force were represented in Malta last week when Her Majesty the Queen unveiled the Commonwealth Air Force Memorial. The memorial was dedicated to the lives of 2,301 aircrew who, while serving in or in association with the RAF operating from

Malta and other bases in the Western and Central Mediterranean area, lost their lives and have no known graves. Air Commodore Martin Costello, CBE, CD, of Alexandria, Ont., and Winnipeg, Air Member at Canadian Joint Staff, London, represented the Canadian Government and the RCAF in placing a wreath on the newly dedicated memorial.

Representing the RCAF Association was Air Vice Marshal G. E. Brookes, CB, OBE, of Toronto, National President of the Association. Wing Commander P. S. Turner, DSO, DFC, of Toronto, a veteran of the air battle in the Mediterranean, also attended.

A small party of Canadian airmen served as street-liners for the procession of the Queen when she arrived at the memorial. The men, drawn from all RCAF stations in Europe, flew to Malta two days before the ceremony. Among the RCAF party were many who served at Malta and bases in the Mediterranean, and several whose relatives are commemorated by the memorial.

**GENEVA**—At mid-week the East-West deadlock over Korea extended to Indo-China as Viet Nam unveiled a peace proposal even more stringent than the French plan.

At the same time, Chinese Communist Premier Chou En-Lai underscored the deep cleavage on both Korea and Indo-China by demanding once again that the West adopt a "hands off" policy in Asia and let the Asian states form their own collective security pact. Viet Namese Foreign Minister Nguyen Quoc Dinh told the nine-power Indo-China peace conference in its third session that free elections in his country should be held under United

Nations auspices as soon as the authority of Bao Dai's regime is firmly established as Viet Nam's only legitimate government.

#### AIR CADETS

**WINDSOR**—The dreams of 75 eager Windsor air cadets were realized recently when they took to the air from a rain-swept Windsor airport in 10 "real, honest-to-goodness" RCAF airplanes for a day at Centralia Airbase. In charge of the cadets was Walter Johnson, chairman of the Windsor Air Cadet Committee of the Windsor Air Force Club, Branch 364 of the Canadian Legion. Squadron 310 was led by Flt. Lt. Norman Harrison, while Squadron 13 was commanded by Flt. Lt. William Sponarski.

**EDMUNDSTON**—Sqdn. Ldr. A. L. Jewett, Air Cadet liaison officer, Maritime Air Command, recently visited No. 313, Edmundston Squadron, Royal Canadian Air Cadets, for the squadron's annual promotion and reclassification parade. Following the review of the squadron, the Strathcona Trust Award for the best school squadron in New Brunswick, was presented to the adjutant, Fr.-Ltd. J. L. Pelletier, by Major G. P. Murphy, "D" Company commander.

**PORTAGE LA PRAIRIE**—Premier D. L. Campbell last week presented an ensign to No. 575 Terrier Squadron Air Cadets of Portage la Prairie. The ceremonies were held at RCAF Station Portage la Prairie. Also attending were Air Commodore J. G. Bryans, Group Commander of 14 Training Group RCAF Winnipeg; Air Commodore W. W. Brown and W/C C. W. Burgess, commanding officer of RCAF Station Portage la Prairie.



In the "Apron Park" at Station Winnipeg's Ladies Guild tea, left to right, are Mrs. F. Gaffney, Mrs. J. Loach, Mrs. D. L. Forbes, Mrs. F. Y. Croig, Mrs. H. J. Bartley and Mrs. A. V. Branscombe discussing the display of handwork. (See other photos, page 12.)

**WINNIPEG**—More than 400 air cadets picked from squadrons across Canada this summer will win special awards ranging from free flying instruction to a trip to Europe. Nomination day for these awards was May 1. Provincial and national selection committees will whittle down the lists and the winners will be named from Ottawa at the end of May.

**EDMONTON**—More than 300 Royal Canadian Aid Cadets from northern Alberta centres attended a church parade held to open National Air Cadet Week in Edmonton last week. Squadrons participating in the parade were: No. 230 from Athabasca; 287 from Lamont; 65 from Ponoka; 570 from the Indian school three miles east of St. Albert; 12, 395 and 504 from Edmonton and No. 1 Girls' Squadron from Edmonton.

**CARBONAR**—At a meeting held in the U.C. Academy April 21, the decision was made to form an Air Cadet Squadron in the school. To implement this decision a sponsoring committee was elected. Leaders of the Squadron to be recommended to the Air Force for commission as Cadet Officers are: Commanding Officer, Hudson Davis; Adjutant, E. Lloyd Powell; Chaplain (Honorary), Rev. W. B. Johnson; Medical Officer (Honorary), Dr. A. T. Rowe.

**SAINT JOHN**—A demonstration of intricate drill movements featured the first public appearance this year of No. 161 (Saint John) Air Cadet Squadron. Members of the squadron took part in a promotional and re-classification parade recently at the Armory. The precision squad was under the direction of Flying Officer Joseph Wills, drill instructor. Sqdn.-Ldr. A. L. Jewett, Air Cadet liaison officer, Maritime air command, Halifax, inspected the squadron members.

**KINGSTON** — The cadets of 58 Squadron, Royal Canadian Air Cadets, last week observed as part of National Air Cadet Week, an open house at their club rooms at Kingston airport. A record number of fathers and mothers turned out to see the cadets in action, first visiting the armory to witness shooting and drill demonstrations, later moving to the airport.



The Rt. Hon. Duncan Sandys, U.K. Supply Minister, arrived at RCAF Station Winnipeg, April 22 to visit No. 2 Air Navigation School and meet the NATO students in training. Here Mr. Sandys is greeted by A/C J. G. Bryans, Cmdr. 14 Training Group.

# ROYAL CANADIAN AIR CADETS

177 (TCA) SQUADRON  
PROMOTIONS AND PROFICIENCY AWARDS



WO2 G. G. Downes is presented with a 4th year general efficiency award at 177 RCAC Sqdn's. father and son night. F/L A. J. Clarke, CO Squadron 177, makes presentation.



WO2 G. A. Dickson is presented with a 4th year proficiency award.



Major John Dickson presents the 3rd year efficiency award to F/S J. E. Griffith.



W/C Cooper presents the NCO i/c 176 RCAC Squadron drill team with the Cooper trophy after 176 won out over three other squadrons (177 was runner-up). Judges for this competition were G C Mitchell, 14 TGP and F O Pollock and WO Blundell of Stn. Wpg.



The happy smiles (above) indicate the promotions well earned by the members of 177 RCAC Squadron. The Squadron is sponsored by TCA. (Below) award winners 177 (TCA) Squadron.



Cpl. J. Turnbull is presented with the 3rd year proficiency award.



Cpl. J. Treddenich is congratulated by F/L A. J. Clarke on having just been presented with the 2nd year proficiency award.



LAC N. W. Helyoe is presented with the 1st year proficiency award.



AC1 R. L. Craggs voted the best all round cadet in the junior flight, is presented with a book by his CO.



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#### AUTOMOBILES

(Continued from page 10)

car weighing 700 pounds more. As to faults, there are a few but not of a major kind.

The majority of us will admit that the lines aren't too hard on the

eyes and that the Hillman does not have that "squashed sardine" look of some small cars. In keeping with those lines, I must admit that the exterior paint and chrome finish are well above average and shouldn't give trouble for several years. The engine compartment is roomy, the accessories well placed—in fact, most minor and major repairs shouldn't be too awkward for a decent home mechanic. At last Rootes have had enough sense to re-design the baggage compartment to take more than a toothbrush and a pair of shoes, as well as change the lid handle to one which won't get broken off every time you get pushed out of Manitoba's mud! The interior seems to have room for all normal sized individuals, and even the extra large shouldn't complain too much. The seat finish is plastic, which doesn't have the same look as before, but I suppose it's cheaper than leather and almost as durable. The rest of the fittings and finish inside are of about average quality. The driver's visibility is excellent, together with a good mirror, and the position comfortable. The instruments that are provided seem

accurate, but are too far away from the driver to be perfect. Unfortunately Rootes, trying to save a few pennies, haven't provided you with either an oil pressure gauge or an ammeter; then that's the trend these days. Weather protection is



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also completely adequate. Before passing onto the driving qualities, I'd like to mention the air conditioning system; it is by far the best I've come across in any low-priced car and, depending on your whim, is quite prepared to either freeze or roast the occupants of the car.

On the road the Hillman assumes an enormous appetite for large pot holes, which it proceeds to swallow without a murmur. To realize how amazing this feat is, just look at the weight of the car. In traffic it is very easy to handle, the steering responsive yet light, and the gear change very smooth and positive.

The brakes are quite adequate, though the peddle pressure is rather excessive for a car of this size. Unfortunately it is not usually possible to have every item perfect. And this, I find, is true with the Hillman. Yes, you have a very nice and comfortable suspension but, as a result, the car nose-dives considerably when the brakes are applied at speed and, in addition, gives you quite a roll on fast corners. Just remember that you are driving a family sedan and not a sportscar.

Notwithstanding the last comments, the general handling is good

and won't prove tiring over middling long distances. In common with other small cars, the peddles are placed too close together for easy operation; but again practice makes perfect.

To sum up, I might say that the Hillman is a car which is worth its price, will give little trouble, and is well suited to the average family, whose really long trips aren't more than three or four a year.

*NEXT ISSUE!!! Watch for the test on the 1954 Aero Willys and the Austin-Healey 100.*

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FORBES RANKIN

## From Where We Stand

"By the Observers"

QUESTION OF THE WEEK: At what end of the Counter in the Snack Bar is coffee being served this week?

It is reported that a lasting friendship recently developed at this prairie station between a WO and a Sgt.—to join this Friendship Club you must drive a Studebaker.

It is known that an airman recently motored to Minneapolis to purchase fishing equipment, but after visiting the city across the border found that the Mermaids were aware of all scientific methods of catch. It is reported that he is now devising his own method of catch, and has the complete draught almost finished and it will be called Drag-Net (Dragnet).

Who is the eligible bachelor of 14 Training Group HQ's who insists in drinking tea? And has he given away the trade secret for its growing popularity among the brass?

Despite the fact that four signs, placed in reading distance of all drivers, marked "Speed Limit, 15 mph," mark the main route from the Gate entrance to the Drill Hall, it has been observed on many occasions that the speed limit between these points far exceeds 15 miles per hour. Let's have a little co-operation from the drivers.

What is this we hear about LAW Zawadiuk being voted the girl most airmen would like to have with them on Trans-Canada Highway when they have car trouble.

We are still waiting for confirmation of this report from the service police.

It seems they received a phone call to check on a dog that had been run over by a car on Canberra Ave. In the report that was turned in it was discovered the SP had moved the corpse to Britain Blvd. because he could not spell Canberra Ave.



## TECHNICAL NEWS —

### Nuclear Powered Aircraft

NUCLEAR-POWERED bomber planes will be flying within 10 years to pave the way "not too much later" for super-supersonic airlines carrying passengers coast to coast in less than two hours, according to the prediction made April 24 by Hall L. Hibbard, vice-president of engineering at Lockheed Aircraft Corporation, in an address to the State Wing Convention of the U.S. Air Force Association at the Miramar Hotel in Santa Monica.

Brushing aside any doubt about nuclear-powered aircraft's practicability, Hibbard said the phenomenally powerful planes will look little different than advanced types using modern piston and jet engines.

He told of a new concept of "divided shielding" that will provide anti-radiation safeguards for crew members at less weight than designers first thought possible.

Thus, Hibbard said, nuclear aircraft need be no larger than some of today's large military aircraft. They will have wings and tails like other planes; eventually they will fly up to three times the speed of sound; and they will have "almost unlimited endurance," regardless of speed.

On the same day last month the Toronto Star carried a story telling how:

"An atomic-powered aircraft is being rushed to completion on new, top-priority orders from the U.S. government. An aircraft company which will form a close alliance with the giant Canadair plant at Montreal has been told to speed work in installing a nuclear-power plant in a conventional aircraft. That for the turbine engines will be provided by an atomic 'boiler'."

PHILADELPHIA — Today's air navigation systems must be modified or entirely new ones developed

(Continued on page 30)



# DREWRY'S

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Pictured at right is **JACK WELLS**, well known sports announcer in a wool sports coats and slacks from the Bay.

Men's Casual Shop, Main Floor, at the Bay.



# GRADUATING CLASS 5309-10A LR



Back row: left to right: Lt. G. Russo, A/P/O K. Nixon, F/O I. G. Morgan, A/P/O C. D. Dennis, A/P/O P. B. Rover, A/P/O G. W. S. Smith, F/C S. Eriksen.  
Centre row, left to right: A/P/O D. H. Smith, A/P/O B. M. G. Prior, A/P/O Coaker, A/P/O P. F. Harris, A/P/O M. D. O. Mannakee, A/P/O H. I. Whittle.  
Front row, left to right: Lt. J. J. Ferreira, F/C R. A. Cracknell, Flt./Lt. E. Lee, F/C D. Martinoli, Lt. J. Lucena.

**A.P.O. Gerry (All But Married) Coaker.** This hale and hearty fellow from the West Country preferred to stay in Winnipeg for his mid-term leave. When the rest of the course returned we learned he was engaged, and we are now wondering who had the most enjoyable two weeks. He never quite lived down his first stag, but we are not convinced that all Englishmen are reserved.

**F/C Dick Cracknell.** We have reason to believe that he keeps a wife somewhere because he once asked where his bed had been moved. An export from the Old Country, he is now thoroughly "Canadised." Even at 40 below he stoutly defends his adopted country—"Oh, it's a bit brisk this morning; very healthy though!"

**A.P.O. Colin (Curly) Dennis.** Subject to severe fits of "home" sickness, especially in the air. Spends all his spare time in literary contact with the Isle of Man and just failed to escape from North America on leave. Tough! His secondary interest seems to be Nixon-baiting, together with Messrs. Phile Harris and Brian Prior. A veritable trouble-maker and alarmist.

**Sgt. (Cue Ball) Eriksen.** Our quiet friend from Copenhagen who, finding that a crew cut did not protect his ears from the bitter cold, cultivated a new snowy white crop. With experience in all navigation fields, he hopes to realize his ambition of becoming a "jet cowboy."

**Lt. J. J. L. ("Tache) Ferreira.** Is a different kind of man to his fellow-countryman. Try to ask him a question and after a long, long reflection he will say, "Sorry, but I did not understand quite well . . ." He's a man, we should say, very cooled from below.

**A.P.O. P. F. (Beacon) Harris.** It has been wondered whether his affinity for brandy caused his lack of hirsutous adornment, or the rigors of being P.M.C. HE is one of the "official" fathers of the course. Has been heard to murmur in his sleep, "Another Malahini Cooler"! His lost fortnight in the U.S.A. was remarkable for the fact that he managed to return to Winnipeg on time and still with some money left.

**Lt. J. M. C. (Littler 'Tache) Lucena.** Our other Portuguese friend who is going to get married on his return to Portugal. We are all rather curious to know what he does of an evening, when he is seen leaving the quarters at midnight with a bag of records in one hand and a bottle of port in the other. Perhaps to create a more accurate kind of navigation?

**A.P.O. M. D. O. Mannakee.** Oh, Michael! Oh, Michael! Oh, Michael, go quick; You know a way of being quite slick; There's no need to drill for the next day or two 'Cause that 'Attend B's for the mumps or the flu. (They are not valid in the U.K. Tough!)

**F/C D. (Doughnut) Martinoli.** He came to Winnipeg from Centralia, where he learnt that the Harvard DOES have an undercarriage! He wants to fly transports out of Dorval, but his navigation will probably land him at Resolute if he uses the SUN to navigate by. At the time of writing he has two weeks to learn to speak English—or French—and we hope he makes one of them!



"It's the new summer parade dress."

**F/O I. G. Morgan.** "Iggy" came to Winnipeg a "disappointed pilot." He lost his chauffeur attitude when his wings mysteriously disappeared during the Primary Course. He has now cleared the sound of the twilight zone from his ears and is almost normal again and ready to be elevated to the status of NAVIGATOR.

**A.P.O. (Karefree) Nixon.** Invaded England from a remote outpost in Yorkshire and threatens never to leave. Voted "the man most likely to be charged." His favourite expression is, "Sir, what you mean is this . . ." Developed the Very Practical theory that G.H.A. and L.H.A. were independent of date in the Air Almanac. (Still to be accepted by B and AO.) Is at present engaged upon establishing naval connections after abandoning ideas of research into lingerie fashion trends.

**A.P.O. B. M. G. ("Broad"-Minded Prior.** Although recognizable during Canadian weekends by his loud check poaching seems eager to forsake this luxury for jacket and disreputable appearance, he flannels, the cricket field and the long grass. Favoured a Vernier scale as a diversionary instrument. During a stay in San Francisco disappeared continually into dark doorways to reappear exclaiming, "Smashin' Broads in here, men!"

**A.P.O. G. Remlin.** Often referred to as the "Phantom," and has never been known to be in the right place at the right time. Although he passed out with the course he has been a disrupting influence, and has ever refused to answer questions about met. His favourite pastime is to follow Humph Whittle around.

**A.P.O. P. B. (I'm a Dog) Rover.** Is musically inclined and can be relied on to burst forth into song without the least provocation. Nearly dismissed in disgrace when his girl friend's parents went away one weekend (he stayed in and worked!). Should be seen to be believed when "essaying de sortir" the mess after the bar closes. This affluent member of the course can be relied upon for a small loan at any time up to the second day of the month.

**Lt. G. (Seldom Seen) Russo.** Gianni, a qualified Italian pilot, came to Canada (together with his wife—to help the course pass quickly) to learn the art of Navigation. As he was last seen disappearing into the co-pilot's seat during a gyro trip, he must have discovered that Navigation is "for the birds." Unmistakable with his long black hair and dress of flying boots and parka in all weather.

**A.P.O. D. H. (D'Hoppy) Smith.** Commonly known as the "Grand old man of 2 A.N.S.," is the ENVY of all, having been here longer than mortal man can remember. A familiar sight as he strode about resplendent in plaster cast; what better indictment of indoor sports could be imagined? And indeed, what better a C.O.C., with vocal chords hoped to be capable of tumbling the Drill Hall about our ears.

**A.P.O. G. W. S. (Shetland) Smith.** Pronounced McSmith, is a wolf in sheep's clothing, and was previously responsible for all those Lows centred around the Shetlands. Interested in the medical profession, he spent most of his time

(Continued on page 29)



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# GRADUATING CLASS 5309-10B LR



Back Row, left to right: A/P/O G. P. Woods, A/P/O S. J. Hanscombe, F/C S. Madore, F/O G. A. Hutchinson, F/C P. Chisolm, F/O J. Love.  
Centre, left to right: A/P/O R. Wellington, F/C M. Pinheiro, A/P/O N. Vale, A/P/O R. North, Lt. Baptiste, A/P/O J. Mason, A/P/O G. R. Lewis.  
Front row, left to right: F/C P. Parisot, A/P/O D. Hodges, A/P/O R. Crook, F/C C. Filiatrault.

**F/C P. F. Chisolm.** One of the reasons why Paul left his native New Zealand apparently, was to avoid the former's climate; which after 36 weeks (of intensive training) in Winnipeg, makes one wonder just what New Zealand's climate is like. However, whether or not the above reason was valid, he appears to have found more than consolation in Edmonton.

**Sgt. M. Pinherre.** Manuel is seen or rather heard at his best when comparing the climate of Winnipeg to that of his native Portugal. On Saturday nights he may be seen dancing an immaculate tango in the mess. He may be recognized at meal times by the bottles of nerve tonic which surround him, though, whether these are the result of flying Expeditors, or in preparation for the future, is not known.

**Lt. M. Baptiste.** Manuel comes from Portugal though prior to his coming to Canada he appears to have spent much of his time in the Azores—"Ze girls are O.K. but ze men . . ." (Expressive shrug.) He is the acknowledged expert on the physical properties of the fair sex in every corner of the earth. Favorite expression "Ze girls . . ."

**A.P.O. R. V. Crook.** Bob may be recognized by a permanently dazed expression—due to his impending nuptials. A civilian to the last, he carried his plotting instruments in a leather grip until the handles fell off. He is in chronic need of nickels, which probably accounts for his deep regret at forsaking his lucrative ice cream stall in preference to the air force.

**F/C C. Filiatrault.** Claude is an unassuming character hailing from Montreal. He has one great aspiration in

life—to become president of the French Canadian Republic, and to make French the universal language. He has taken great pride and care in the development of his upper lip adornment.

**A.P.O. S. J. (T. S. Eliot) Hanscombe.** The poet laureate of 2A.N.S. Steve's appearance is best described as smooth. His chosen occupation is civvy street, expressed the desire to write exquisite although, in his wilder moments, he has poetry—with bags of symbols—on a desert island, Crewe station R.T.O. is more likely destination at the moment. A man of artistic tendencies, has spent his time here seeking, (1) spiritual relief, and (2) Jody—the biggest girl in Texas. Favourite expression . . . "It's all bourgeois nonsense!"

**A.P.O. D. N. Hodge (S).** Dave spent a wonderful Christmas 'hunting' in Minnedosa. (We are still finding out what

he eventually caught.) In L.A. he embarrassed everybody, even Bob North, by his fixation on the belles of Hollywood. "Oh Dave, just wait till you get home!"

**A.P.O. G. R. (Randy) Lewis.** Although the Temperance Union's despair he besmirched the Air Force's reputation by slumbering in the Wardroom of M.C.S. Chippewa when free drinks were available.

**F/O J. W. Love.** The most travelled member of our course, Jim spent two years in the Senior Service before joining the Air Force. Most of his time on Advanced School was spent digging his car out of the mud fields around Whyte-wold Road, whether it had been driven by his co-owner 'Stoker' Mason. Jim still looks back with misty eyes to the days when he was a jet pilot—"There I was at Thirty thous . . ."

**F/C S. Madore.** The "Baron" of 5301B, Stan can easily be recognized as the Compleat Photographer by the stock of photographic equipment which accompanies him wherever he goes. Junior coursers, take note! For a modest sum you too can get your photostatic copy of the Advanced School control plot series, bound in handsome morocco, at Madore's Super Spring Sale! Call in today.

**A.P.O. J. Mason.** An ex-merchant navy man, John is the delight of lecturers—possibly the only permanently awake member of the course, who is always guaranteed to give the wrong answer. He has never been the same since he sank his beloved car in the Whyte-wold mud. His ambition, "To seek my sister(?) in London, Ontario."

**A.P.O. R. North.** Here is a man with more victories to his credit in Winnipeg than Nelson ever had on the seas. Why this is so is rather hard to assess, he is obviously a man of action rather than of words. In class he is everything a Course Director could wish for; his ability to sleep under any conditions is only surpassed by Norman Vale, the "Ever Somnolent."

**F/C P. Parison.** The only Frenchman on the course. He is still trying to find out where he bought his "pants of many colours." Pierre spends all his time dreaming of France and his petite cherie. His favourite expression seems to be, "But, sir, in the precis it says . . ."

**A.P.O. R. (The Duke) Wellington.** Here is one of the personalities of the course. To those who are weather minded, he is rather reminiscent of a "cut off low." During his stay here, he has acquired himself more blind dates than the rest of the course put together. He is now thinking of cashing in on his vast collection of telephone numbers—with the sales patter of "Everyone's a winner."

**A.P.O. Guy Woods.** A lanky blonde Londoner, who caused a mild sensation towards the end of the course by combing his hair. Guy probably holds an all-time record for attendance at the Station cinema, especially when final exams are imminent. But he's a "nithe" boy.

**A.P.O. Norman Vale.** The only member of the course capable of sleeping

- (1) on any surface,
- (2) at any time,
- (3) in any position,
- (4) with any amount of interference.

The local agent for Westinghouse star fixes, with or without cocked hats. Ask Norman why his courage was questioned in the Spanish Village, San Francisco. (Coward?)

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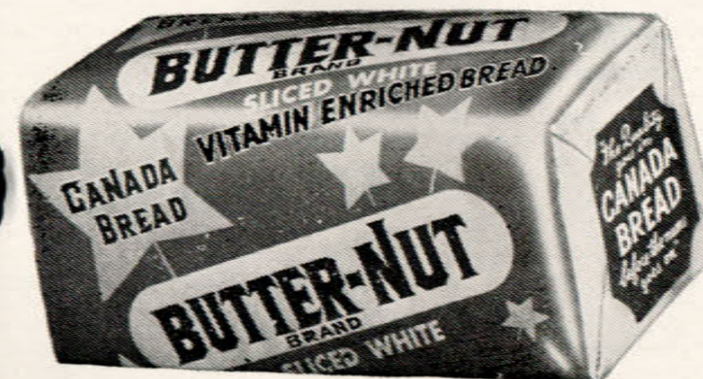
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# GRADUATING CLASS NOC 5310 - A I



Back row, left to right: F/C A. N. Leaf, Lt. J. Sniedt, Capt. A. H. Van Stryp, F/C H. A. Probst.  
Centre row, left to right: F/C P. LeMasson, Capt. C. H. VanSlingelandt, Capt. H. Mol, Capt. C. Koenen, Lt. H. Fredrix, F/C M. A. Iliou.  
Front row, left to right: F/C J. P. O'Reilly, F/O B. G. King, F/O J. Inch, F/C H. A. Kernaleguen, F/C J. Flury.

ARCTIC summer lasts for two months. It seems Winnipeg summer never comes. The members of NOC 5310 AI have received more at 2 ANS Winnipeg than an education in Navigation. They have received an excellent, although unheralded, course in winter survival and, also, the valuable socializing experiences that five nationalities can bring.

The Belgium Lieutenants, A. J. W. L. A. Fedrix and Jack Baudray, could be found any Saturday night next to the bar in officers' Mess "B" discussing electronic theory. Their fellow, Lt. Ed. Habran, had a particular passion for this subject. F/C Han Probst, from Denmark, had a particular passion too, but alas only for the bright product of the hop. In this area the records to be broken were only his own.

Highly diversified were the French Cadets. Flower-like Henri Kernaleguen was an expert on jet-propelled, tin-foil wrapped matches, guaranteed to cause

hysteria at mess dinners. Jacque Avundo had the appearance of a displaced head-on; Marcel Eliou, the appearance of a live over-shoot. Both insisted they were from France. But we know that Jacque is Swedish and Marcel's origin is dubious. Jean Perrotte, who was for so long locked in the North African desert, and Appollo-like Pierre Lemasson are taking home their most pleasant Canadian experiences—their wives. The five cadets mentioned above, led by M. J. Perrotte, formed a society for the appreciation of Arabic folk-songs.

From The Netherlands were Captains Cor Koenen, Kees Van Slingelandt, Guus Van Stryp, Hans Mol and Lt. Jan Sniedt, who came in all shapes and sizes. Lt. Sniedt was particularly keen on returning to Roervbond, Holland, as he was married the day before departing to Canada. These gentlemen were jovial and charming, although they did boost course averages considerably.

5310 AI was probably most unusual because of the high percentage of Canadians on the course. There were four. Four whole live Canadians. Torontonians John O'Really was distinguished as being most affluent among cadets. He keeps his money in a honk-box. Simian-like John Flurry tried unsuccessfully for nine months to get a poker game going. Winnipeg winter was no bewilderment for F/O Bill King, who was for so long locked in the North American Arctic-Resolute Bay. The other Canadian was Alex. Leaf from Detroit, Michigan. Course Director F/O J. Inch was always readily recognizable as he raised his hands in dicy fly attitudes.

Naturally, all the members of 5310 AI are happy to be returning to their respective lands and homes, but the personalities and experiences encountered at 2 ANS, in Canada's heartland, will be long remembered.

## CLASS 5309-10A LR (Continued from page 25)

down at Grace Hospital confirming his diagnoses. Last seen hanging out of an Expediter trying to close the door.

**A.P.O. H. I. (Humph) Whittle.** Baffles the instructors with fantastic questions, but has never yet been awake to hear the answers. Found to his horror that inhibition still flourishes in St. Boni-

**Lt. E. (Effervescent) Lee.**  
Favourite expression: It's no tin focus.  
Appearance: Too often.  
Ambition: To sell his claim in Alaska. (Nuggets as big as yer fist.)  
Biggest gag: To charge the whole course before noon on April Fool's Day.

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## TECHNICAL NEWS

(Continued from page 21)

before short haul air lines can operate transport helicopters on a practical basis, Frank N. Piasecki,

board chairman of Piasecki Helicopter Corp., said recently in addressing a technical meeting at the Franklin Institute.

"The full advantage of the heli-

copters potential transport service will be materially compromised both in the number of places it can serve and in the cost of the service if it is looked upon as an airplane and forced to use existing navigational and letdown facilities. Piasecki said.

Co-author of the navigational study was Harold Peterson, engineering flight test pilot employed by Piasecki Helicopter Corp. The paper was presented at a joint meeting of the Radio Technical Commission for Aeronautics, the Franklin Institute Laboratories for Research and Development, the Institute of the Aeronautical Sciences and the Institute of Radio Engineers.

MOSCOW — The Soviet Union unveiled at a May Day celebration May 1 its new four-jet intercontinental bomber. It is big enough and has enough range to deliver the latest nuclear weapons to far distant points. Almost as eye-catching was the radically new style of the twin-jet medium bomber or escort, also on public view for the first time. Flying wingtip to wingtip with the Soviet bomber was an escort group of twin-engine, swept-wing, medium jets with long needle-like nacelles. Western air attaches were plainly impressed.

BOSTON — A new lightweight "super-precision approach radar" for bad weather airplane operations, which can be transformed by helicopter and set up in 3 hours, was demonstrated publicly for the first time last week. The highly mobile new radar, called Spar, will permit traffic controllers at forward military airfields to "talk" planes in safely for landings through weather conditions in which the distance from clouds to ground is less than 100 feet. It picks up accurately on its scopes anything from a tiny liaison plane to a B-36.

## TODAY IN SPORTS

(Continued from page 7)

trialist, and his efforts for the Station and the game were commendable.

Still with the Station Rugby Football club is a brilliant centre three-quarter of London Harlequins, AP/O Brian Prior from course 5309-10. From Course 5312 comes AP/O Allan McLaren, who, unfortunately, was injured in one of the game last fall and was resorted in his training. However, AP/O McLaren has done a fine job of refereeing games this spring, and when he returns to the United Kingdom in June we hope he can give a glowing account to previous graduates from Station Winnipeg of our continued efforts.

In January, 1954, F/L Cairns, the Station medical officer (who has already given service above and beyond the call of duty to the tune of collarbone broken and ankle sprained), got together with Dr. Pringle from the University and others from the city to discuss the possibility of running a spring schedule of Rugby fixtures. The outcome was encouraging and, as a result, the Manitoba Rugby Union was born on March 3, 1954, with Dr. Pringle as the first president.

Teams participating in the newly-formed Rugby Union this spring number five. Two come from RCAF Station Winnipeg. They are the "NATO Astrals" and the "NATO Expeditors." Other teams in the Union are the Winnipeg Wanderers, the University of Manitoba, and the TCA Maple Leaf United.

Group Captain R. B. Ingalls of RCAF Station Winnipeg is honorary president of the Manitoba Rugby Union and he has given enthusiastic aid to the aspiring Station teams. To date the Astrals and the Expeditors have given excellent accounts of themselves. The season started with the first game held on the Station on April 24, 1954. Then the Expeditors met TCA and thrashed them 14-6. On May 1, the University played TCA a standstill and the game ended 13-13. The same afternoon NATO Astrals beat the Winnipeg Wanderers 14-3. The regular season schedule will continue through to May 22, after which a playoff for the Manitoba championship will take place.

RCAF Station Winnipeg can be proud of her Rugby teams. Firstly, they play a man's game—the forefather to Canadian football and, in the opinion of many, a much better game. Secondly, consider the wealth of talent and experience available to our Station. We've the depth and experience necessary to field two sporting teams who cannot fail to aid in popularizing the game in Manitoba. Thirdly, the "Astrals" and "Expeditors" are smartly turned out in complete new uniforms. These three factors combined can

only have one result. The game of English rugby in Manitoba has progressed in nine short months from a name only to a regular weekly event, played by five different teams and enjoyed and watched by hundreds in the city of Winnipeg.

Such sporting teams are a credit to the Station. A Service team properly outfitted and with a keen sporting spirit can only win goodwill and friends in relations with the public. And there is no doubt about it, RCAF Station has its Rugby Union Football club with a

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membership, mostly among trainees, of over seventy names.

Able leading the Astrals and the Expeditors are team captains AP/O Tony Culley and AP/O Dick Carter. AP/O Carter is a player of outstanding experience and background. In 1953 he was scrum captain for England's International Schools XV. AP/O Culley has also played some very good rugby, and both captains, along with their teams, should enjoy fine rugby, Manitoba variety, for as long as we can see into the future.

### VOXAIR ADVERTISING CLOSING AND ISSUE DATES May—December 1954

Advertising Closing	Issue
May 25th	June 4th
June 15th	June 25th
July 6th	July 16th
July 27th	Aug. 6th
Aug. 17th	Aug. 27th
Sept. 7th	Sept. 17th
Sept. 28th	Oct. 8th
Oct. 19th	Oct. 29th
Nov. 9th	Nov. 19th
Nov. 30th	Dec. 10th
Dec. 21st	Dec. 31st

## PLANE FACTS

(BACK COVER)

The Super Constellation has been very much in the Canadian news lately with T.C.A.'s newest aircraft on a trans-continental introductory run. Our back cover shows the first Super-Connie photographed on her maiden flight.

This aircraft's four turbo-compound engines are equivalent to six of the power plants that drove the first Constellation when it was introduced more than ten years ago. With a total of 13,000 h.p., compared to the 8800 of the original Constellation, this 18.4-foot longer plane cruises at better than 340 m.p.h.

At Stevenson Field during the past week, citizens of Winnipeg have been afforded an opportunity of observing Trans-Canada's new Super Constellation at close range. Whether murmuring gently in for a landing, taxiing majestically out for take-off, or merely standing on view to the thousands of admiring visitors, this latest arrival upon the Canadian Aviation scene has appeared to be a thing of beauty of which T.C.A. and Lockheed's engineers may well be proud.

# EATON'S

# VIKING

CANADA'S LEADING VALUE IN OUTBOARD MOTORS

VIKING offers the fisherman, hunter or vacationer top outboard-motor performance in three streamlined, highly-efficient models. The ease of operation combined with the quality and price make VIKING a reliable and appreciated motor. For quality and top performance at a low price . . . see these motors! Check their outstanding features! You will agree VIKING is Canada's "number one" value in outboard motors.

"Your BEST Buy is an EATON Brand"

### (A) 12 H.P. VIKING . . .

Two-cylinder, alternate-firing "twin". Develops 12 h.p. at 4,000 r.p.m. (O.B.C. certified) — a 1 1/4 gallon fuel capacity giving about 1 1/4 hours of running time. Three-position gear-shift. Designed to give a wide power range (2 to 14 m.p.h. on average boats, up to 21 m.p.h. on fast hulls) yet maintain a slow trolling speed. Cushioning helps to reduce motor vibration. Automatic re-wind starter. Weight about 67 lbs. **Ea. 310.00**

### (B) 3 H.P. VIKING . . .

Light-weight model with handy automatic re-wind starter. Single-cylinder motor provides economical performance. Gives speeds for 1 1/2 to 8 m.p.h. on average hulls. Designed to operate approximately 1 1/2 hours on a tankful of gasoline. Spark and throttle are combined for quick speed adjustment. Mixture and primer combined on one lever for fast starting. Develops 3 h.p. at 4,000 r.p.m. (O.B.C. certified). Weight is about 28 lbs. **Ea. 139.95**

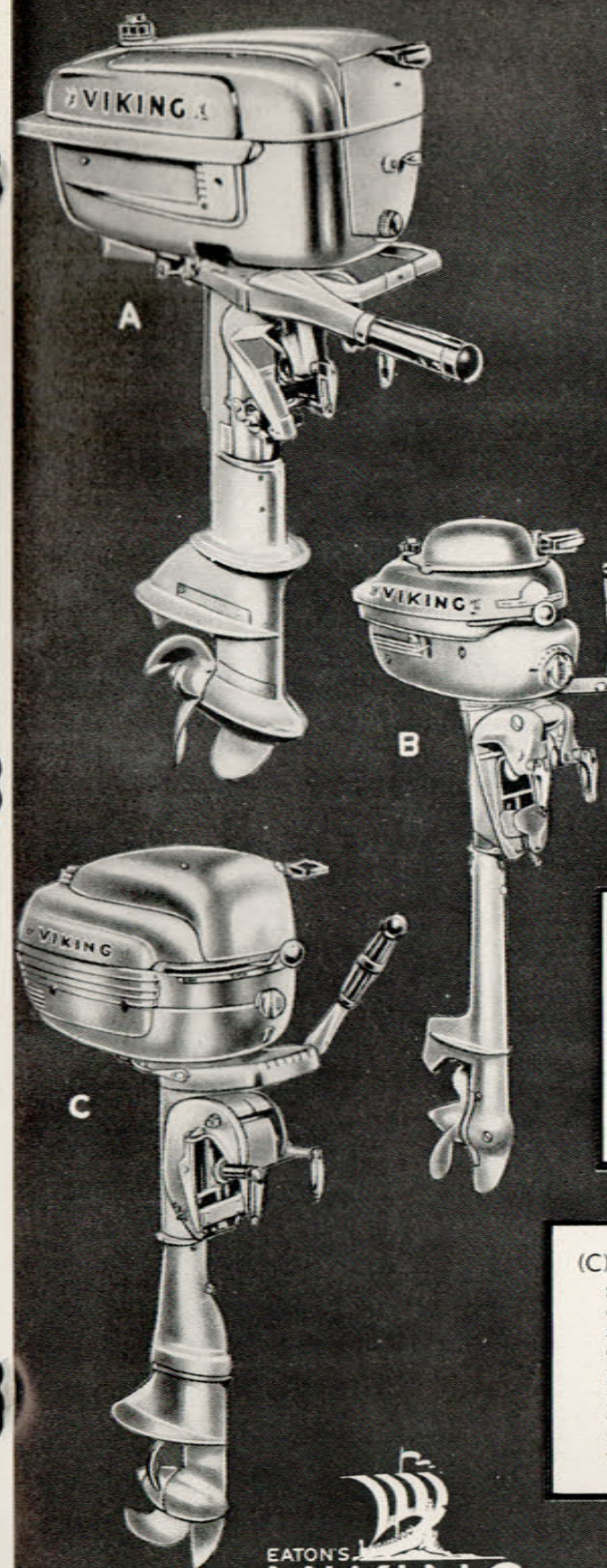
### (C) 5 H.P. VIKING . . .

Starts easily in neutral. Fitted with a two-position clutch (neutral and forward). A two-cylinder alternate-firing "twin" rated 5 h.p. at 4,000 r.p.m. (O.B.C. certified).

Equipped with an automatic re-wind starter. Single-jet, float-controlled carburetor with reed valves and speed adjustment. Propeller is equipped with safety clutch.

Weight is about 45 lbs.

**Ea. 199.50**



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THE T. EATON CO LIMITED

## OFFICERS' KIT SHOP

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