

PLANE FACTS  
(See Page 32)

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NEWSMAGAZINE

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JANUARY 7  
1955

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• AN AIRFORCE NEWSMAGAZINE •  
Honorary Editor-in-Chief... W/C F. GAFFNEY  
Editor ..... F/O ROBERT GENNO

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VOL. 4 NO. 1

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**PHOTOGRAPHY:**  
Stn. Winnipeg Photo Section unless otherwise  
credited.

VOXAIR is published every third Friday with the  
kind permission of:

The Commanding Officer,  
Royal Canadian Air Force Station, Winnipeg,  
Stevenson Field, Winnipeg, Manitoba.

VOXAIR is distributed to every R.C.A.F. Mess,  
Lounge, Reading Room and Library in the world.  
Subscription postpaid anywhere: 1 year, \$1.50;  
2 years, \$2.75; 5 years, \$6.50.

The views expressed herein are not necessarily  
those of the RCAF or the staff of  
VOXAIR.

Authorized Second Class Matter P.O. Dept.. Ottawa

## Commanding Officer's Message

### TO THE EDITOR:

Voxair opens a new volume, the fourth in its publication, to celebrate the New Year. All here at Station Winnipeg wish the Editor and staff of Voxair another fruitful year of accomplishment. I know that your readers, wherever they are found, look forward to each new copy with pleasant anticipation,—and you never let us down!

May I use this opportunity to wish a happy and prosperous year also to those of your readers whom I have not been able to greet personally at this Season.

Yours sincerely,

*R. B. Ingalls*

Group Captain,  
Commanding Officer,  
R.C.A.F. Station Winnipeg.

## Personalities

### FLIGHT SERGEANT

#### V. SABOURIN

Verne, born and educated in Ottawa, is now in his fourteenth year in the service, having joined in 1941 as a clerk. During the war he served as a member of the City of Hamilton (424) Squadron, and at RCAF overseas headquarters, London.

He came to Winnipeg from Training Command headquarters, Trenton, where he was working in Selection and Manning, and Postings branch.

Besides being an old timer at Winnipeg Verne was one of the pioneers with Voxair, joining the staff as circulation manager just five months after the magazine started.

He has been a member of the Sergeants' Mess entertainment committee, mess secretary, and is an active member of the bowling league, having helped to form the Mixed Married Bowling League at the station.

Verne is transferred to TCHQ Trenton, to the SOTS branch, and to him, and to Mrs. Sabourin and the five little Sabourins, we wish the best of luck for the future.

*Flight Sergeants Sabourin and Hryciuk have been invaluable members of our staff for a long time. They will be sorely missed around the Voxair office. Their shoes will be hard to fill. Their interest and enthusiasm has meant much to those of us responsible for the production of the station magazine, and we are proud to have them as this issue's "Personalities."*



F. S. Sabourin.

Photo by Sgt. S. Beaudoin.

### FLIGHT SERGEANT

#### W. HRYCIUK

A native Winnipegger, Wally has been a member of the RCAF for eleven years. Formerly (1943-1945) a wireless-air gunner he left the service for six months to qualify in accountancy, and after completing his training rejoined as a clerk accounts.

Due to his singular modesty it is impossible to find out what he did with his spare time during his two years at Edmonton and six months at Fort Nelson, but we are all aware of the tremendous contribution he has made to the welfare of personnel here at Winnipeg.

He is probably best known for his efforts as manager of the station theatre, as much for his ready smile behind the box office window as for the excellence of the programmes he has provided over the past two years.

During his term as mayor of PMQ's the council, under his capable guidance, achieved a great deal. A Cub group was started, the children's playground was developed, and the council's finances were handled with commendable sagacity.

For over a year Wally has been business manager of Voxair, and his work has helped immeasurably in the production of the magazine.

It is obvious why Wally has so little time to pursue his favourite hobby—woodcraft, or to participate in basketball, his main sporting interest.

He leaves this month for No. 1 Fighter Wing, North Luffenham, and our very best wishes go with him.



F. S. Hryciuk.

Photo by LAC L. A. Gratton.



# Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

## HERE AND THERE

### SURPRISES FOR THE MOSCOW VISITOR

A NEW YORK TIMES correspondent reports the following surprises for a visitor to Moscow:

● **The skyline:**

Skyscraper spires, not Napoleon's Moscow.

● **Traffic:**

Flows swiftly; volume unexpectedly large, especially the number of three-ton trucks; red-and-cream buses packed from one end to the other; not too many private cars.

● **Red Square and Kremlin:**

Not a grim fortress, but a vast plaza with a huge government-owned department store, busy as a beehive, on one side, and the mausoleum of Lenin and Stalin, a plain block of red marble, on the other. Behind the Kremlin wall on a hill-top is a colorful melange of architecture, ancient and modern, including the Great Kremlin Palace and the Kremlin cathedrals, with the Moscow River below.

● **Placidity and Politics:**

Not a country in turmoil; few Communist slogans and appeals, the people preoccupied not with politics but with earning their daily bread. Unanimity of opinion on major issues, but free criticism of slowness of work projects, moral conduct, shortage of goods — of everything but the Soviet system of government.

● **Public Attitude to the U.S.:**

Soviet citizens better off than the poor Americans, who are either exploited or plagued by unemployment; preoccupation with race relations in the U.S. — know about the negro communist Paul Robeson but not about the singer Marian Anderson or the statesman Ralph Bunche; staggering amount of press criticism of the U.S. but no personal animosity to a visiting American; the Russians generally a kindly people.

### IS PRIME MINISTER NEHRU PRO-COMMUNIST?

HERE is Nehru's own answer: "Well, first of all, I don't think of myself as being pro- or anti-anything. But this sort of question strikes me as an example of thinking in cliches. I would answer with another question. What do you mean by Communist? As I see it, communism can mean three different things: an economic doctrine, a political technique or the policies of nations that have more or less adopted the doctrine and the technique. Now the Communist economic doctrine is not so different from the Socialist. Yet Socialists vigorously oppose Communists because they disagree on technique — on the means to be employed. Or take the conflict which divides the world today. I don't agree that it is essentially ideological. I regard it rather as a power conflict in which communism is used as a tool by one side and a target by the other. In any case, however you define the word, the people who feel I am 'pro-Communist' are quite wrong." (Nehru does not like the word 'neutrality' to describe India's policy; he prefers the word "noninvolvement.")

### WILL SOUTH AFRICA BECOME A BOER REPUBLIC?

MR. STRIJDOM (pronounced Stray-dom), who has just succeeded Dr. Malan as Prime Minister of South Africa, is a dangerous man, an extremist. Known to the Boers as "the Lion of the North" and to his enemies as "the wild man of the party," he is an advocate of a South African republic outside the Commonwealth.

He has the Hitler touch in emotional oratory and political thinking and regards the nationalist of Dutch origin as the only real South African. English-speaking South Africans regard him with the deepest suspicion. The colored people, too, fear that they will have fewer rights under his government even than under that of Dr. Malan, the exponent of "apartheid" ("apartness" from the whites).

The responsibilities of office may tame the Lion. Mr. Strijdom's newspaper, Die Transvaler, said that "the new Prime Minister will not be an incarnation of Satan." Many in South Africa fear that he may be.

### TO SPANK — OR NOT

FIELD MARSHAL VISCOUNT MONTGOMERY lecturing recently on "Education for Leadership" said, "A good beating with a cane can have a remarkable sense of awakening on the mind and conscience of a boy." Here are some other comments on the subject, pro and con. (New York Times, 5th December, 1954.)

**Pro**

"A rod is for the back of him that is void of understanding."

—Proverbs XXVI, 3

"I chastise thee not because I have thee in hatred, but because I love thee."

—An old schoolmaster (in Latin)

"The flat of the hand applied to the soft, round part of the child's body doesn't do him much harm and often does him much good."

—Michigan Superintendent of Public Instruction.

"No discipline can be without pain."

**Con**

"Spanking only makes parents feel better."

—Psychiatrist in Illinois

"Whacking a boy is something that belongs to another age."

—Superintendent of Schools, San Francisco.

"The child's chief aim in life is to be loved, and every spank, every moral lecture, every frown means the child that he is not loved."

—Scottish Educator & Psychologist

"It used to take me all vacation to grow a new hide in place of the one they flogged off me during the school term."

—Mark Twain

### McCARTHY CONDEMNED — WHAT THE WORLD THINKS OF THE UNITED STATES

THE long overdue condemnation of Senator Joe McCarthy by the United States Senate will it is hoped hasten the end of his evil influence on American and world affairs. He has done much to besmirch the good name of his country. To many nations the symbol of the United States was once the statue of liberty; to many it is now McCarthyism, with all the intolerance, vulgarity and injustice associated with that word.

On the whole, the United States since the war has followed a generous-hearted, liberty-loving, noble policy. Without her strong and liberal leadership Europe and the world might now be under the Communist heel. Yet McCarthy, and other extremists, have brought the United States into disrepute.

Now that the elections are over, it looks as though President Eisenhower is preparing to take a

stronger stand in regard to the McCarthys, the Knowlands, and the reactionary wing of his party generally. This may mean freer world trade, less belligerent international talk, greater aid to Asia, and "the courage to be patient" in dealing with China and the other communist states. Perhaps Eisenhower will yet prove to be a great President and regain for his country the world's faith and admiration.

### MILK AND ALCOHOL IN FRANCE

THE accompanying cartoon is humorous but there is nothing (Continued on page 32)



"The Cowboy."

Senep in Le Figaro, Paris.



Edited by F/O JIM KUPKEE

### Canadian 1,200 mph Fighter

TORONTO — Plans for the RCAF's new 1,200-mph jetfighter, first announced 18 months ago, are now in the mock-up, or full-scale model stage at A. V. Roe plant at Malton. The plane, of delta-wing design, is to be called the CF-105 and eventually will replace the RCAF's squadrons of CF-100 jet fighters. Sir Frank Spriggs, managing director of the Hawker-Siddeley group of aircraft companies, which controls Avro, said in London that more than \$4,000,000 has been spent in developing the new fighter. The CF-105 will be powered by twin engines of an advanced type and will have a range of 1,500 miles. It will weigh 30 tons and will probably be armed with rockets. The new fighter is not expected to be rolling off production lines before 1960.



Photo by Sgt. S. Beaudoin.

Squadron Leader A. MacKenzie arrived at RCAF Station Winnipeg December 11th and, after a short stop, left for Dorval Airport and his home town, Montreal. MacKenzie who spent the last two years as a prisoner of the Chinese Communists is shown above with his wife. S/L MacKenzie looked extremely fit, and happy to be re-united with his wife. Both were anxious to continue their journey and join their children who waited for them in Montreal.

### Brandon Officer For No. 1 Fighter Wing

BRANDON—Flt. Lt. R. J. MacNeil, a member of the staff of the RCAF recruiting unit here for the last two-and-a-half years, has left for North Luffenham, England, where he will serve with No. 1 Fighter Wing. The wing is expected to move to Marville, France, in the near future.

### New Chaplain At Saskatoon

SASKATOON — Flt. Lt. Rev. A. Lewis, formerly of Air Defence Command headquarters at St. Hubert, Que., is now Protestant chaplain at RCAF Station Saskatoon. He succeeds Flt. Lt. Rev. D. Carlson, who has been transferred to Sea Island, B.C.

### U.S. Rocket Experts Urge Study On Earth Satellite

NEW YORK—A study of the usefulness of sending aloft an unmanned earth satellite vehicle has been proposed by a committee headed by the chief of the U.S. Navy's Viking rocket project. The group, the Space Flight Committee of the American Rocket Society, suggested that the survey be made by the National Science Foundation. Such a survey, the committee said, "would be one of the most important steps that could be taken immediately to advance the cause of space flight."

### RCAF Officer At U.S. Radar Base

YUMA AIR BASE, YUMA, ARIZONA—The first allied air force officer to report for the radar controllers' proficiency program is Sqdn. Ldr. Gordon F. Ockenden of the Royal Canadian Air Force who arrived early in December. In the United States as an exchange officer, Sqdn. Ldr. Ockenden is assigned to headquarters, Eastern Air Defence Force, Stewart Air Force Base, Newburgh, New York, as an aircraft control and warning surveillance training officer. Ground radar controllers from the various aircraft control and warning sites, which make up the radar defence net work around the nation, come to Yuma for this course.

### Canada's 'Saucer' Will Fly

OTTAWA—This most unconventional and most controversial airplane in the world is still being built, behind a canvas curtain of secrecy at Malton airport, near Toronto. It is so secret that apparently even the federal government does not know that this supersonic dream of starry-eyed aeronauts is being converted into our world's first real Flying Saucer. With five million dollars and twenty assistants, visionary aerodesigner John Frost has spent the past 3 years building this science fiction into a flying possibility, in the flight experimental hangar at the A. V. Roe factory.

### New Commandant

TORONTO—Air Cmdr. Keith L. B. Hodson, of London, Ont., has been appointed commandant of the RCAF staff college at Toronto. He succeeds Air Cmdr. J. L. Hurley of Fredericton, N.B.

### Pea-Sized Units May Revolutionize Electronics Industry

OTTAWA — The transistor, a small electrically charged crystal, can replace an amplifier of hundreds of times its size, said Mr. F. N. Moody, head of the DRB transistor experiments. The potential for the transistor is immense, said Mr. Moody. Giant calculators could be reduced to a unit occupying the space of a table, he said. Transistors are shockproof and do not heat up like the ordinary filament type vacuum tube.

### G/C Jardine—Aide-de-Camp

OTTAWA — Group Capt. Alexander Myles Jardine, AFC, CD, Commanding Officer of RCAF Station Rockcliffe, has been appointed honorary Aide-de-Camp to Governor General Vincent Massey.

### First Air Cadet Wings Parade At North Bay

NORTH BAY — W/O R. A. Hutson and F/Sgt. Arnold Parlee were paraded to receive their pilots' wings from Group Captain H. C. Ledoux, DFC, CD, officer commanding RCAF Station North Bay. Don Rumble, representing the Air Cadet League of Canada, handed the well-earned wings to Group Capt. Ledoux who pinned them on the cadets according to ceremony. Mr. Rumble explained that the 2 cadets who had received their wings had learned to fly under the flying scholarship scheme.



### "BEAUTY"

A happy smile of welcome to 1955 from lovely Suzan Ball, of Universal Pictures.

Suzan is currently starring with Victor Mature in "Chief Crazy Horse."



Photo courtesy Universal.

### U.S. Soldiers For Radar Chain

U.S. military personnel may be required to man the distant early warning radar chain which is to be erected along the shore of the Arctic ocean, Brig.-Gen. James Jensen, new U.S. air force liaison officer, said today. Gen. Jensen, who arrived here only late last week to act as permanent co-ordinator of USAF and RCAF activities, said authorities working on the "dew line" project had not yet decided whether the radar system should be automatic or operated by servicemen.

### Canada's Air Role Praised In U.K.

LONDON—Lord de L'Isle and Dudley, Britain's air minister, says that in the

air Canada is "calling in the new world to redress the balance of the old." "Canada is really making an awfully important contribution to NATO, perhaps most in the air," the minister said in a BBC broadcast. Lord de L'Isle and Dudley said one of his outstanding impressions had been of the "first-class layout" of Canadian airfields.

### Presentation To S/L Rutherford

KINGSTON — Wing Cmdr. J. E. Wright, commanding officer Queen's University Squadron, Kingston, has presented an inscribed mug to Sqdn. Ldr. V. A. Rutherford, in recognition of the latter's valuable services to the University Reserve Training Plan and the Reserve Officers' Training Plan over the period 1950-1954.

### Who Pays For Dew?

OTTAWA—A big international question mark hangs over who is to pay for the 3,000-mile distant early warning line of radar stations across the roof of Canada's Arctic. Earlier reports that United States would supervise, construct and pay for the Dew line which it is estimated will cost anywhere from \$200,000,000 to a billion dollars are not correct. Canada is going to have to pay a share, but just how much is not known.

### U.S. Air Aide In Canada

WASHINGTON—The Air Force has assigned Brig.-Gen. James G. Jensen to Ottawa as co-ordinator of its wide-spread activities in Canada. Gen. Jensen has been in Canada since October 18th. Canadian sensitivity over the presence of United States military personnel in the country is said to account for a soft-pedaling of the announcement.



Photo by LAC J. B. Smith.

WINNIPEG—On December 3rd the new automatic telephone switchboard at RCAF station, Winnipeg, was officially opened. Mr. J. F. Mills, M.E.I.C., Commissioner and General Manager of the Manitoba Telephone System, "cut over" the new PBX by shorting lines to the old installation.

The first local call was placed by the Commanding Officer, Group Captain R. B. Ingalls, DSO, DFC, CD, whilst Group Captain E. M. Mitchell (14 Training Group) originated the first long distance call.

The new equipment, a bewildering array of switches, relays, batteries, cables and terminals, is located in a room on the upper floor of the new administration building, and is maintained by a M.T.S. service engineer.



(AP Wirephoto)

U.S. Secretary of Defence Charles E. Wilson, right, shakes hands with Canadian Defence Minister, the Hon. Ralph Campney, as Hon. C. D. Howe, Minister of Trade and Commerce looks on. The two members of the Canadian government were on a tour of U.S. air installations, and were to attend defence conferences.



(National Defence Photo)

LONDON—During World War II, the RCAF's first overseas headquarters was located in Lincoln's Inn Fields, Holborn, London. To commemorate this the borough renamed the street "Canada Walk." Here, four members of the RCAF Central Band which is touring RCAF bases in Europe, pauses to read the inscription decorated with maple leaves. Left to right: Sergeant George Swift, Ottawa; F/S J. Roger Lowe, Winnipeg; F/S John Van Deelen, Ottawa, and Sergeant Emile Major, of Montreal.

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# AUTOMOBILES

By F/O E. P. McLOUGHLIN



"At last, an exciting step in the right direction."

VOXAIR ROAD TEST NO. 1, 1955.

## "THE FORD THUNDERBIRD"

To try and prove to my more skeptical readers that I'm not violently anti-American, nor a narrow-minded bigot with crazy ideas, but just a normal enthusiast, I will state from the first that I like this car. Yes, it has faults, as everything has, yet the car is definitely the most interesting machine to come from the oligarchy in Detroit. A great improvement over its rival from "GuMbo" Motors, this does at least behave in a sporting manner, besides being built to take a sports-car beating.

MR. GILBERT EATON graciously consented to waste a Sunday afternoon with me the other week, after one of my usual abrupt requests from the blue on Saturday night. Together with his small daughter Nancy, we spent a most enjoyable few hours trying his black Thunderbird out on Winnipeg's roads. Fortunately, this car was equipped with almost every optional extra available, which enabled me to form an opinion of the varying necessity of such pieces of equipment.

The first thing that struck my eyes on opening the door to the garage was this long, low, handsome beast—the Thunderbird, sitting like a greyhound—"rarin' to go." For once here was an American car not weighted down with useless chromium bars, strips, holes and accoutrements—the shock almost bowled me over. Further inspection revealed that not only did the car look good, but furthermore the workmanship was well above that of any American car product, which goes to show that where

there's a will there's a way. I suppose I have often been accused of being a perfectionist and idealist when it comes to cars, but in the case of the Thunderbird, which sells for only \$2595 where produced, I have to admit that a lot of car is being offered for that figure. I won't lower my dignity by getting mad and attempting to describe the outrageous price we poor Canadians are forced to pay; let it suffice to say that highway robbery was never more blatant!

The lines have been well thought out from both the functional and the artistic point of view—even Europe thought this was worth looking at. There can be few cars on the market with more efficient bodies, and I'm glad to say the usual Cadillac fins and other horrors have been omitted. Only one aspect suffers as a result of such a design—like most sportscars the trunk space is pretty minute. On the other hand as the machine is squipped with tubeless tyres I wouldn't mind throwing out the spare

which takes all that room in my luggage space. Before hopping aboard we made a quick inspection of the suspension and underside—very solid and clean, so despite a small clearance little road damage is going to be suffered by this car.

The engine started at the first touch; no sportscar roar, but still a most pleasant sound fell upon the ears; a further moment for the VHF controlled garage doors to rise and we were away. The seating is near perfect for a bench-bucket type; the third person may complain that his anatomy rests on a rather hard seat, but at least he has enough room. The top is very tight, no drumming and no breeze and there is very fine visibility. I'm not sure whether I thoroughly approve of the wrap-round windshield; there is some distortion on the bend of the glass and a new blind spot with the repositioned pillar. Don't worry about being cold; the heater could roast an ox without batting an eyelid! The finish of the



"All engine."

interior is also well above the average, with perhaps a bit too much chrome for my liking. The vinyl covering of the seats and doors appears to be very durable and the two tone colour schemes match the car well. The instruments leave me with mixed feelings; the speedometer—which optimistically reads up to 150 mph—doesn't waver, and is readily seen by the driver. On this Fordomatic equipped car the tachometer is not of much use, yet considering the other two versions available I would prefer one of reasonable proportions instead of an instrument whose sole purpose appears to be to balance the clock. Oil and generator readings are indicated by two lights, unfortunately. Fuel and temperature gauges are adequate, but of course give you no figures to read. While on such things I'll mention that the windshield wipers are of the constant vacuum type—three cheers! No more stalled wipers while accelerating up muddy hills!

A couple of miles outside Winnipeg we called a halt for photographs, and a change of drivers. Here was a moment I was really looking forward to—getting behind the wheel of America's first true 'near sportscar'. The positioning for the driver is almost perfect—left leg on the door, right on the gearshift and the left arm supported on a door armrest. The four way electric seats take care of all sizes and shapes and, together with the adjustable steering wheel, make the setting A-1. I think that I would like a windshield a little closer to the driver, but then this is a touring machine and not intended for competition. The gearshift is the best ever produced on this continent. Congratulations, Fords. It was rather amusing coming across a floor shift with automatic settings and evidently the makers anticipated odd characters like me, for in the instruction manual is a word of caution for sports drivers who might get careless: "Caution—never move the selector to Reverse(R) while the car is moving forward faster than 5 mph. Such action may result in unintentional displacement of the occupants and possible injury." The understatement of the century!

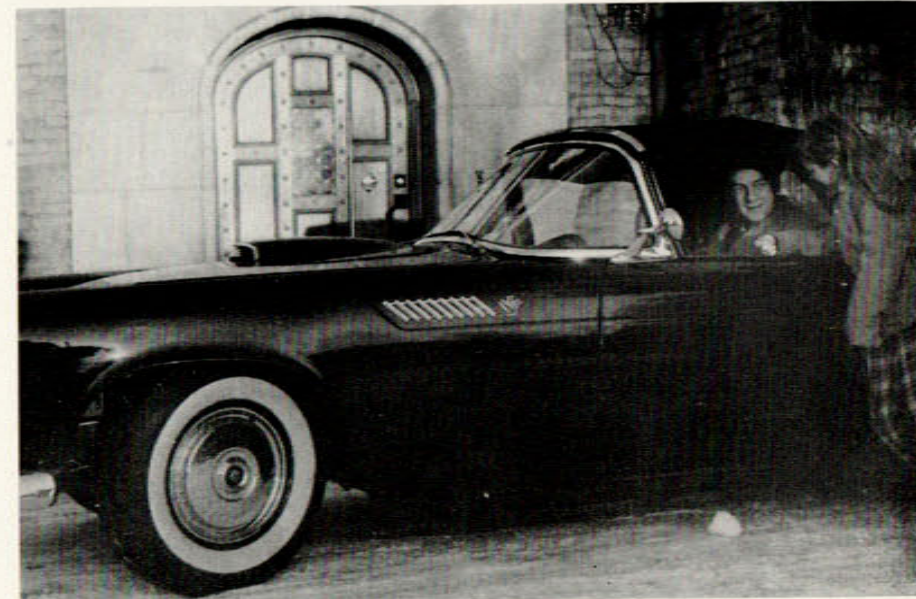
THOUGH the Thunderbird only had 422 miles on the clock it behaved like the proverbial bomb, and I was no whit disappointed. Just take a glance at my rough figures—they even allow for a 7% error in the speedometer read-

ing! The car handles well, but I don't like power steering in the slightest on a sportscar. Why not? Because it takes all the feel out of the steering wheel and especially when cornering; at 80 the understeer is so light it can be controlled with one little finger. I didn't try any four wheel slides, for obvious reasons, but the company says that there is a fourwheel breakaway which can be nicely controlled, and I have no reason to doubt them. The ride is more solid than in an American passenger car, but I feel that the roll is too great on corners. Double up on those shocks and you'd have a nice car. Take away power steering, put in a normal shift with overdrive, and you will almost have a true sportscar. Ford overdrive on this car gives a 30% reduction in revs which makes it almost essential for long distance driving. Look at those rear end ratios and guess which gives you the greater get away. Should be the overdrive model.

The brakes are most sensitive, powerful and seemed fade free. The power assistance in this department is debatable. Personally I prefer some muscle to get a good stop; however, many might prefer the useful help given by power assistance. On the road there is no waver, and the car sits on the road with a delightful firmness. Moreover, it is quite happy when cruising at anywhere between 70-90; undoubtedly this is a car for long distances which have to be covered in a hurry.

In town, handling is a joy due to the pleasant steering, good controls, and excellent visibility. Definitely a car which minimizes the drudgery in driving to the office every day and stops that suicidal bent one gets in Winnipeg traffic. Therefore, I think the Ford advertisements are quite justified in claiming that the Thunderbird is a personal car designed for the ultimate in comfort and practicality. The car is a happy

(Continued on page 28)



"Mr. Gilbert Eaton and Nancy 'at home' in the Thunderbird."

### DATA

PRICE: \$4600 (FOB Wpg.)  
hard top and standard transmission.  
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Dry single plate clutch of 11 in. diameter.  
Rear Drive:  
Standard: 3.73 to 1.  
Overdrive: 3.99 to 1.  
Fordomatic: 3.30 to 1.

GENERAL:  
Tubeless tyres—6.70 x 15.  
20:1 steering ratio.  
17 imp. gal. of fuel.  
11 inch brakes—175 sq. in.  
Overdrive: 30% reduction in engine speed.  
Turning circle of 36 feet.

DIMENSIONS:  
Weight: 3500 lbs. as tested.  
Height: 52 in.  
Length: 175.3 in.  
Wheelbase: 102 in.  
Ground Clearance: 5.5 in.  
Width: 70.3 in.

COLOURS:  
Raven Black, Torch Red, Thunderbird Blue.  
Upholstery in vinyl.

AVAILABLE EQUIPMENT: Oil filter, oil bath air cleaner, 4-way power seats, power brakes, power steering, tinted glass, Fordomatic, overdrive, fibre glass top, canvas top, tachometer, clock, radio, whitewalls, power windows, cigarette lighter, heater, and further odds and ends.

MANUFACTURER: Ford Division, Ford Motor Company, Dearborn, Michigan, U.S.A.  
DEALER: Dominion Motors, Winnipeg.

### PERFORMANCE

(It must be remembered that this car had only 422 miles on the clock when driven.)  
Top Speed: 122 to 128 estimated.  
0-30: 4.4 secs.  
0-60: 12.5 secs.  
30-50: 6 secs.  
50-70: 7 secs.  
70-90: 11.5 secs.

Car fitted with Fordomatic.  
Car tested for 50 miles.

# Today in SPORT

By CPL. HOWARD O'BYRNE



STATION HOCKEY PERSONALITIES

Left to right: Sgt. Nickie Sargent (Coach), LAC "Red" Henry, (R. Defence), and Flying Officer J. Rittinger (Manager).

**SARGENT**—Known on many sports fronts, and has been with a number of championship teams. Played hockey for RCAF Station Trenton in 1948, 1949, and 1950. In 1951 played for the Claresholm RCAF, winners of the Foothills Senior "B" league championship. Coached the same team in 1952 and 1953 when they finished up in the runner-up position.

**HENRY**—Hails from Halifax, N.S. Played much of his hockey with St. Mary's in that province. Last season with RCAF Summerside. Should be one of the key men in defence. A very steady player.

**RITTINGER**—A native of Saskatoon, played in the Saskatchewan Junior Leagues in both Regina and Saskatoon. Took over as manager from F/O MacDonald.

## HOCKEY

The hockey team held its last practice in the Amphitheatre on December 23rd. The team is down to the required 20 players. The boys are ready for their test—expected on January 3rd at 1830 hours in the Olympic rink against the Navy. This will be the first game in the Inter-Services League. We are sorry to see F/O MacDonald go, as he seemed to be doing a very good job of managing the team. However, F/O Rittinger, his successor, seems to be doing a fine job. Sgt. Nickie Sargent, the coach, says the boys are in good shape and after the short Yuletide holidays he expects them to get down to business pronto. Maybe if some of the personnel could make the journey to the Olympic rink and support the boys it might help considerably. Let's support our hockey team!!



Competitors and friends at one of the recent meets.

## FOOTBALL

Now that the football season is over the main sports topic is junior hockey. This year the Brandon Wheat Kings did not enter the M.J.H. league. The Winnipeg teams proceeded to work out a schedule for the three teams, and shortly after starting it the three Lakehead teams requested an interlocking schedule with the M.J.H.L. A meeting was held and a satisfactory schedule drawn up for all concerned. It is rugged, since a team from Winnipeg goes to the Lakehead, plays Fort William one night and Port Arthur the next. However, the system seems to be working out very well.

\* \* \*

## RIFLE ASSOCIATION

The Rifle Association has started its winter schedule by meeting every Saturday at the Air Cadet range and every Wednesday night at Fort Osborne Barracks. Incidentally, Saturday nights are for practice only, but the Wednesday night session is the one at which the targets are retained for the individual awards which are given at the end of the season.

New members are always welcome even if only as spectators.

*Osair*  
HAPPY  
NEW  
YEAR.

## COVER STORY

Our cover girl, in silhouette, is Pat McCloskey of Winnipeg. There will be more of Pat in the next issue—look for her on the Vixen page.

(Photo by Frederickson)

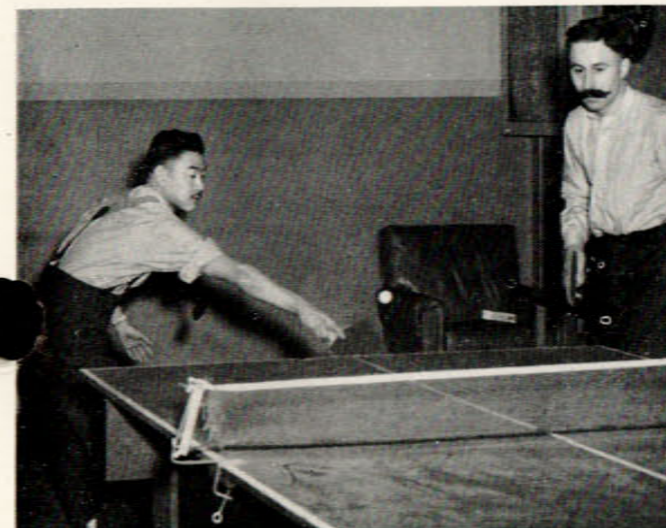
## CURLING

Only two rinks, Sparks of "A" group and Montgomery of "B" group, are in the unbeaten class. Rebitt and Millar have slipped down to the one-loss class. Rebitt losing his first one to the smooth and efficient Montgomery team after a valiant effort. The Millar outfit seemed to have a bad day as they fell before the much improved King team, who were noticed reading the fine print in their contracts just prior to the game.

Sparks almost joined the one-loss class on December 16th in his game against Ingalls. They were tied coming home and he came through with a tough shot on his last rock and saved the day. Only



Pinky Mitchell was in town on December 17th for a five-round bout with Edmonton's Wilf Greaves, British Empire Games middleweight king. After a good fight Pinky lost to Greaves on points. The RCAF boxer is shown in action during his fight last year with Al Sparks. Pinky, incidentally, has been transferred to Calgary recently.



The winter table tennis schedule is well under way but the station teams are not yet up to par. F/C Nishimura and P/O Ledger of the Bohemians (see cut) were beaten in their last game, but as their opposition consisted of Mr. Nicholls and Mr. Watson, winners of the Men's Doubles in the Manitoba Open, we feel there is some slight excuse!

four teams remain in the one-loss class. They are Langlois, Millar, Rebitt and O'Byrne. The league is beginning to take shape now. Incidentally, when play is completed on December 30th, the schedule is half through, which means that the curling season is half over. It doesn't seem long since we were out tossing rocks for the first time, and showing some of the new personnel an inturn from an outturn.

A knockout 'spiel is being held shortly to determine a team to represent this station against Gimli on January 28th in Winnipeg. The winner will enter the 14 Group 'spiel which will be held early in March.



# Chaplain's Page



## HAPPY NEW YEAR

By F/L PAUL GORIEU

AS I write this, Christmas is over, and thoughts turn towards the New Year, just a few days off now. The editor's deadline is only an hour off, barely time enough to cast a glance at 1954 and marshal a few thoughts for 1955.

A thing which many of us habitually fail to do is count our blessings, material, spiritual and otherwise, which we too often take for granted. To make the end of this year different, wouldn't it be a worthwhile gesture to thank the One who is the Dispenser of all gifts and blessings, regardless of the channels He chooses to send them to us? Health, happiness, a steady job, the laughter of children, freedom of thought and religion, unlimited opportunities to develop one's self—all these and many more are part and parcel of the heritage we have received and enjoy. Perhaps we would appreciate them more if we thought more frequently of the millions of human beings who are denied what we take so much for granted.

A simple and heartfelt "Thank You" to God would certainly be in order at the end of 1954. Gratitude is one of the characteristics of the well-bred heart.

As we look toward 1955, perhaps we should draw a lesson from the memory of Christmas, just a few days off. It recalled the fact that God so loved the world that He gave it His only Son for our redemption.

There is something incomplete about love which is not reciprocated, particularly in God's love for man, when it is not returned. An all-embracing programme of Christian living for 1955 could very well be a deeper love for God, in return for His own infinite love, made so manifest at Christmas. What is this love for God?

We love God through our will. For an illustration of this, let's take a look at human love. When the young man is courting the young lady, he may cleverly find out what she likes to do, where she likes to go, and so on. In other words, he finds out her will in the matter, and makes his suggestions accordingly. Without mentioning the word "love," he is showing her his love. He is telling her that he wants what she wants; his desire is to discover the will of his beloved, and to match his will with hers. Her wishes are the measuring rod of his wishes. She sees the sacrifice of his will to hers, and

she knows that she is loved. It may be only the beginning, but after twenty years of marriage, he will still have to seek out her will if he wishes to show his love.

And so it is with God. To prove our love for Him, we seek out His desires and wants, and use them for a measuring rod of our own wishes. We may never mention the word "love," but after all, God started love and He knows it when He sees it. So now we have our will ready for Him. What does He want? Actually, there are some things He wants so much that He wrote them across our hearts. We call them the Ten Commandments. The saints did not conquer a temptation just in order to stay out of hell; to them, it was an act of love, a chance to lay down their will beside His, and prove Their love.

And a housewife should not sweep a floor just to get it swept; let her sweep it because God made her a housewife, and this is His will—a clean floor. And as she sweeps it, she basks in His presence, uniting her will to His. This woman is in love with God. And so is the man in his office, or his pilot's seat, or down the hangar line, if that man is doing his work primarily because God wants him to, and he is far from vain if he shows off his skill to the watching God, by turning in a perfect piece of work. And the engaging part of it all is that this type of love does not depend on our feelings, the current weather, nor on which side of the bed we rose that day. If we have the will to do so, we can do what is right, regardless of how we feel about it.

Nor is this a phantasy. It isn't sufficient to live; we must live well. And each year we tick off will make up the sum total of our lives.

May 1955 be a rich and full one for all our readers.

## FROM THE OBSERVATION POST

by 'Scoop and Droop'

HERE we are again. Hope everyone had a good time over the holidays. One of the characters we spoke of in a recent issue has done again . . . during the search the other week, when they were looking for volunteers, this bright young fellow went so far as to rent a hotel room to avoid being picked. . . . Portrait of a real Schmoo!

Quite a few airmen and airwomen got home to the east coast for Xmas this year, via the air lanes. Anyone who stayed on the station for Christmas Day will agree, we're sure, that the Xmas dinner was one of the best we have had for a long time . . . the entertainment was excellent and, incidentally, the waiters were first class (wonder where they came from!).

It's a pleasure to report that all the section parties went off without a hitch and from all indications there were some real dandies.

We felt sorry for Telecom, though, having to put up with all those pretty females (what are the chances of remustering, nowadays?). Has anyone noticed the sign outside the guardhouse concerning traffic fatalities? We should all take note of it. Credit to the fellows who volunteered for the search, especially those who had to walk ten or so miles over some of the worst terrain imaginable.

There was one amusing incident connected with the hike . . . a certain young bar steward was strolling through a pasture when out from behind a haystack popped a large-sized bull. Being halfway across the field his only refuge was the other side of the haystack, and he and the bull put on a race round the stack that would have done credit to John Landy! Eventually, when the bull decided to try strategy, and stood still, our hero was able to reach the nearest fence, and safety. (What some people won't do to attract attention.)

As a final note . . . the new outdoor rink will soon be ready, so better get those blades sharpened up.

Bi now.

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# SANTA CLAUS AT RCAF STATION WINNIPEG



**D**URING Christmas week the station played host to a multitude of eager kiddies, all anxious to meet "that bearded old gentleman." The Flight Cadets entertained 90 underprivileged children from the Winnipeg area in Officers' Mess "B." Assisted by student nurses from Winnipeg, the students joined the boys and girls in games, a sing-song, and a programme of car-

toons. The festivities ended with a flying visit from Saint Nick, who brought with him a present for each of the young guests.

The station drill hall was the scene of an uproarious Xmas gathering on the Wednesday before Christmas when married personnel arrived with their offspring for the annual children's party.



"... an' a 'lectric train, an' a pair of skates, an' a ..."

The old fellow begins to look a little weary.



A last-minute snack before the long trek home.



Above: She knows what she wants but the words won't come.



Little Sammy Lane shows his delight as he opens his gift, helped by F/C J. C. P. Dumozy, France, and Miss Maureen Wileman of Winnipeg.

Again the highspot of the afternoon was the arrival of Santa, on the station fire truck, with a gift for each of the little people present. Our photographer caught them in a variety of moods—jubilant, apprehensive, wondering, tearful—but at the end of the party their mood was universal—very tired but very contented with their afternoon.

Right, top to bottom:

The children watching the cartoons in the Flight Cadets' mess.

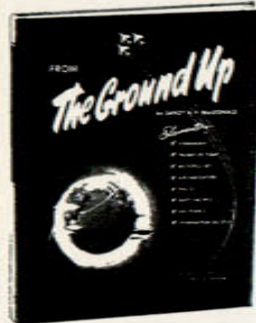
Waiting for the big moment. Left to right: Marjory White, F/C H. A. Jensen (Denmark), Egol, Timmy Cambell, F/C Dumozy (France), Margaret Norman, A/P/O Hides (England), Tommy Cambell, Merry Bacik.

The little guests crowd around as Santa distributes the presents. (A/P/O Nash and helper, F/C Fletcher.)

F/C B. Visser (Netherlands) and F/C J. Fabi (Canada) play "London Bridge" with Loraine Coulter.

Left: "I have been a good boy, honest."





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## Which Twin Has The Toni?



Harry swears he grew the stuff since being relieved of the worry attendant upon the production of Voxair. We feel he has something there, for our barber has taken to clucking sympathetically whenever we settle down in his chair.

But there must be more to it than that, for knowing Flying Officer O'Hara as we do it's a good bet that something else has taken the place of Voxair as a spare time (?) activity.

Or the North Bay air is particularly bracing. Or . . . an old Irish remedy . . .? Your guess is as good as ours.

## PASSION'S PLAYTHING, FREE

By ERIC NICOL

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

I HAVE had an urgent message from a D. B. Carlton of Toronto. According to this "flash-o-gram," if I act at once I shall receive FREE with membership "the sensation-packed new best-seller, *The Infinite Woman*." Accompanying the urgent flash-o-gram, which by some contretemps of communication was delivered by our postman, who wasn't even running, is a tinted folder headed: "I'll be your friend—your confidante—but never your bride!" And beside this limited offer pulses the picture of a woman.

Oh, my!

She is voluptuous, that's what she is, this woman. She is lying somewhere in a slinky, strapless gown that obviously wasn't designed just to give greater freedom for ping-pong. She is looking straight at me. Her dark eyes are smoldering, and thanks to the prevailing wind sparks have blown over me and I am now blazing out of control.

This breeze that Mr. Carlton shoots comes from the small print swathing the woman's curves. As soon as my eyes boinged back into their sockets, I read:

"In Lola Montero's lovely body flowed warm Irish blood, spiced with a fiery Spanish strain—but her spirit was completely pagan. While still a child in a remote section of India, she dedicated herself to mysterious Krishna, the happy god who played the flute and encouraged young people to devote themselves to the joys of love. . . ."

"Then Lola is sent home to England. But civilization could not change the wild animal grace of her bearing, the bold challenge in her flashing violet eyes, the lilt of her full sensuous mouth. About her there lingered a subtle invitation . . . that no 'civilized' man could resist!"

I went into the bathroom and let the cold water run over my wrists for a while. Then I came back and read on:

"Many men were drawn to this strange woman, but only in one of them did Lola find an elemental force as powerful as her own. He was young, handsome Lord Jeffrey Lundy. He worshipped power and evil, and he demanded of Lola the very things she was most unwilling to give. From the moment their eyes first met, a tension grew between them—a tension that finally exploded in a breath-taking crashing climax almost without equal in modern fiction!"

AFTER wiping my chin dry I found myself prowling the room restlessly. The obvious thing to do was to get a flash-o-gram off to D. B. Carlton immediately and start Lola rolling west.

After all, Lola was a product of India, and these days we should all know more about India. Students of international affairs agree that an understanding of India, including the remote sections where mysterious Krishna hangs out, is requisite to intelligent discussion of global problems.

Besides, in a P.S. to his chatty letter, D. B. Carlton writes: "This special offer is being made to a limited number of people who enjoy good reading."

The man has faith in me. And now that Mr. Carlton reminds me, I do enjoy good reading and for some time have felt vaguely unsatisfied by Little Orphan Annie. I think I am ready for Lola Montero.

On the other hand I can't help wondering how D. B. Carlton got my name and knew that I was ripe for Lola, who "deliberately gave her passionate embraces to whoever needed her most." I don't remember being on any parties with a D. B. Carlton. There was a fellow named Carson in Lethbridge that I and a couple of W.D.'s . . . but then his first name was Fred.

So I've asked Mr. Shott that lives next door if he got a flash-o-gram from D. B. Carlton, and by golly he did. He remembered the picture of the infinite woman clearly. And asking around, I've discovered that D. B. Carlton of Toronto has included pretty well everybody in our block in the limited number of people who enjoy good reading, including old Mrs. Stevens who died three months ago.

That's given me pause. I think I had better read the rest of that small print. Let's see now, where was I? "From the moment their eyes first met, a tension grew between them . . ."

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### THE ALL-SMILES TURBO-PROP LOOK

THAT happy grin on the face of Lockheed's new C-130 transport reflects good news flowing back from test pilots and engineers putting the turbo-prop prototype through its early flight paces over California's Mojave Desert. Lockheed reports the U. S. Air Force aeroplane is "meeting and beating all expectations" and soon will log its 50th hour of flight. C-130s are now in quantity production.

Aviation's new turbo-prop look—large propellers and needle-like nacelles—is shown graphically in this first head-on view of the C-130, the plane-with-a-nose-like-a-face. The smiling "mouth" is a plastic radar dome. The "nose" is a taxiing headlight. The "eyes" are windows to give the pilots downward visibility. Those "eyebrows" are the main windshields. Note the unusual appearance of the 18-inch-wide propellers and sleekness of the thin engine nacelles, a sharp contrast to bulkier piston-engine installations.

One new note with turbo-props is that the aircraft's speed is controlled by varying the propeller

pitch, since turbo-prop engines operate most efficiently at constant, near-maximum power. These Allison T-56 engines turn up 3750 h.p. The fuselage is slung low for easy cargo loading. The full 132-foot span of the C-130's long, narrow, high wing is not shown in this photo. Two huge tandem wheels are housed in the fuselage instead of in the wing, with nose wheels far up front. Thus the C-130 can use rough, improvised landing fields as a forward-area transport or speedy supply plane. It is fully pressurized to take advantage of turbo-prop's high speed at high altitudes. Exact performance figures cannot be disclosed.



### TECHNICAL NEWS

Edited by

F/L C. CHESHIRE

#### THE PIASECKI TANDEM-ROTORED YH-16

THE world's largest tandem-rotored helicopter—the United States Air Force's YH-16 Transporter—was flown for the first time at altitude early in December. The forty-two place aircraft, which is being subjected to a rigorous flight test programme at the Philadelphia International Airport, was flown at speeds exceeding 130 miles per hour and at altitudes of between 3,000 and 4,000 feet. Pilot report that the huge helicopter, which weighs over 15 tons, exhibits very satisfactory maneuverability and control characteristics.

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#### SPECIFICATIONS (1955 Cessna Model 170)

Engine: Continental C-145 2 (6 cyl.)	145 h.p.
Top Speed	Over 140 m.p.h.
Cruising Speed	Over 120 m.p.h.
Cruising Range	Over 4 1/2 hours
Rate of Climb (sea level)	690 ft. per min.
Service Ceiling	15,500 ft.
Gross Weight	2,200 lbs.
Empty Weight	1,205 lbs.
Luggage Compartment Allowable Load	120 lbs.
Fuel Capacity	42 U.S. gals.
Span	36 ft.
Length	25 ft.
Height	6 ft 7 in.
Wing Area	175 sq. ft.
Wing Loading (per sq. ft.)	12.6 lbs.
Power Loading (per h.p.)	15.2 ft.

#### CESSNA DELIVERS 1955 MODEL 170's

SOME 50 single-engine business aeroplanes taxied down the runway at Cessna's Pawnee plant recently and climbed into the sky for a volume delivery of 1955 Model 170's. The first production models were on their way to potential aircraft owners all over the United States and Canada.

The 1955 Model 170 incorporates many new "Cessna features" with no advance in price which remains at \$8,295 FAF, Wichita, Kansas. Two new color combinations, more positive steering, new, larger rear windows and a recording tachometer are incorporated as standard equipment on the 1955 Model 170.

Tail wheel steering has been revised to provide more positive ground handling. Castoring wheels which increase safety and utility are offered as optional equipment.

The 1955 Model offers four flap positions. With the addition of the 10 degree position, the pilot now has 10, 20, 30, and 40 degree positions for landing with either 10 or 20 degree position for take-off.

(Continued on page 30)

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## CINEMA

January 7  
**FOREVER AMBER** (A) Cornell Wilde  
 Linda Darnell

January 8  
**BATTLE OF ROGUE RIVER** (G) George Montgomery  
 Martha Hyer

January 9  
**GYPSY COLT** (G) Donna Corcoran  
 Ward Bond

January 10  
**LADY WITHOUT A PASSPORT** (A) Hedy Lamarr  
 John Hodiak

January 11  
**STARS IN MY CROWN** (G) Joel McCrea  
 Ellen Drew

January 12  
**YOU FOR ME** (A) Peter Lawford  
 Jane Greer

January 13  
**SHOOT FIRST** (G) Joel McCrea  
 Evelyn Keyes

January 14  
**TONIGHT WE SING** (G) Ezio Pinza  
 David Wayne

January 15  
**WHITE MAIN** (G) and **CHALLENGE OF THE WILD** (G) (Double Bill)

January 16  
**CAINE MUTINY** (G) Humphrey Bogart  
 Fred MacMurray  
 Van Johnson

January 17  
**TALL TARGET** (G) Dick Powell  
 Paula Raymond

January 18  
**PRIDE AND PREJUDICE** (G) Greer Garson  
 Lawrence Olivier

January 18  
**ASSASSIN** (A) Richard Todd  
 Eva Bartok

January 20  
**MRS. O'MALLEY AND MR. MALONE** (A) Marjorie Main  
 James Whitmore

January 22  
**STAFFORD ADVENTURE**  
**JESSE JAMES VERSUS THE DALTONS** (Double Bill) (G)

January 23  
**ADVENTURES OF ROBINSON CRUSOE** (G) Daniel O'Herlihy  
 James Fernandez

January 24  
**HAWKS IN THE SUN** (G) Jack Hawkins

January 25  
**HELL BELOW ZERO** (G) Allan Ladd  
 Joan Tetzel

January 26  
**PHFFFT** (G) Judy Holliday  
 Jack Lemmon

January 27  
**TRENT'S LAST CASE** (G) Orson Wells  
 Margaret Lockwood

January 28  
**CRUEL SEA** (G) Jack Hawkins  
 Donald Sinden

Show Times:  
 Sundays: 6.30 and 8.45  
 Monday to Friday: 7.30  
 Saturday: 1 p.m. (Matinee)

### VOXAIR VIXENS

Introducing RCAF Winnipeg's twin team, Janice and Valerie Minor. Janice is the one on the left . . . or is it the right? We're not sure. However, the twins hail from Hamilton, Ontario, and may be found working in the Telecom section, Valerie on the right as you go in . . . or is it the left? Oh, well!

(Photo by LAC J. B. Smith)

\$\$ ——— \$\$

"Voxair" will pay \$10.00 for any photograph posed by a non-professional model which the committee considers a suitable "Voxair Vixen." Entries are acceptable from all NATO countries and unsuitable material will be returned if accompanied by return postage.

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JANUARY

1955

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THUR

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SAT

HAPPY NEW YEAR

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# 35mm PHOTOGRAPHY

By BILL JASZEWSKI

## FLASH

TODAY, anyone can make a flash picture with a simple camera. On the market there are many varieties of simple inexpensive cameras, and almost all of them have been made to accommodate some sort of flash. With this type of camera, the shutter is usually fixed, that is, its speed is usually about 1/25 of a second, unless you turn the indicator to "T" or "B" position, where the shutter will stay open as long as you hold the trigger or shutter release down.

On most 35mm cameras where you have a range of speeds from "T," "B," 1 second to 1/100 or 1/500 of a sec. or, as with the more expensive models, 1/1000 of a second,

here the simplicity of operation with flash takes on another concept. At 1/25 of a second almost any type or size of flash bulb can be used successfully, but here the question arises, "What about using 1/50 of a second or 1/300 or 1/1000 of a second?" All of these shutter speeds may be used, but only with particular types of flash bulbs and with particular types of shutters.

### X Synchronization

First, let us look at the shutter. Most cameras operating with flash bulbs operate the flash when the shutter is released. When the shutter is open, an electrical contact is made through a battery circuit and the flash bulb is fired. This is called

flash synchronization. Usually, this contact or synchronization occurs when the shutter is fully open. This is called "X" Synchronization.

Flash bulbs when fired rise to a peak and then decline. It is the portion including the peak or highest output of light, that is useful for picture taking. When improper shutter, shutter speed, and flash bulb are used, the peak occurs usually after the shutter closes, and all the useful light is wasted and a poor or very dark picture results. Most of the time no picture at all results.

There are three main classifications of flash bulbs: fast peak, medium peak and slow peak. With X Synchronization a shutter speed of 1/25 of a second accommodates all of these. But at 1/50 of a second there is a risk that the highest output of light (flash peak) of the medium and slow peak type flash bulbs will be cut off by the closing of the shutter. At 1/100 of a second you do not get the useful light at all except for the fast peak type.

The length of time it takes after the electrical circuit actuates the bulb for the flash to reach its peak is the determining factor of whether it is a fast, medium or slow type of bulb. In the fast peak type, the light builds up at a tremendous rate and reaches its peak approximately 5 milliseconds (thousandths of a second) after contact is made. This is ample time for the light to get to the film before the shutter closes at 1/100 of a second. On the other hand, at 1/100 of a second (10 milliseconds) it takes approximately 30 milliseconds for a slow peak type bulb to reach its peak. The shutter would be closed for almost 20 milliseconds before the

bulb reached its peak. But if fired at 1/25 of a second (40 milliseconds) it has ample time to reach its peak before the shutter closes. You might ask, "Why does it matter what shutter speed you use; why not leave it at 1/25 of a second and shoot away? If it takes a fast peak bulb to reach its peak so that you can use a higher shutter speed, why should you ever need a slow peak flash bulb?" To answer the first, even though flash bulbs stay at their peak a very short time—there will be a slight effect of the light from the bulb upon the film as it builds to its peak and decidedly so after the peak when it declines. If the subject is moving a blur effect will take place. Now, if you use a higher shutter speed, you only use a portion of this light, including the peak, and cut the blur to a minimum.

The second question, "Why not use a fast peak all the time?", brings up the fact that slower peak bulbs have a higher intensity, therefore you can shoot pictures at a greater distance. But in order to shoot at this distance we have the problem of blur decidedly more prominent in this type because of the slow shutter speed it necessitates. But, if the subject is moving very slowly, or is stationary, one of these slow peak bulbs at a slow shutter speed (1/25 of a sec.) may be used successfully.

### M Synchronization

It can readily be seen that with X Synchronization (flash starts when shutter fully open) a fast peak bulb presents no problem. But take the case where you need a fast shutter speed but are well back from the subject and have to employ a slow peak high light intensity bulb. With X type synchroni-

zation you could not use a high shutter speed. To compensate for this, some cameras have what is called M synchronization. This type of shutter synchronization starts the bulb firing before the shutter opens. When the shutter finally opens, the bulb has just about reached its peak (medium or slow peak flash bulbs only) and no registration on the film ensues from the light preceding the peak. For example: a particular type of slow peak flash bulb builds up to its peak after a delay of approximately 30 milliseconds. Most M Synchronized shutters stay closed after the electrical contact is made for approximately 10 to 15 milliseconds or longer at a higher shutter speed, opens to catch the peak, and then closes. So, with M Synchronization and a slow peak flash

bulb you have accomplished the same things as a fast flash bulb and X Synchronization, only that in the case of a slow peak bulb you have the added intensity of light, thus enabling you to stand further away from your subject.

*Ed.—Very shortly after our last issue we came across a mistake and have since waited breathlessly for a comment or a letter.*

*On page 13 of our last issue but one, a small chart of examples appears. In this chart two figures are incorrect. The chart below has the corrected figures.*

No.	Shutter Speed	f stop with-out filter	f stop with filter
2	1/50	8	5.6
4	1/50	8	4
6	1/50	11	4-5.6
8	1/50	16	5.6

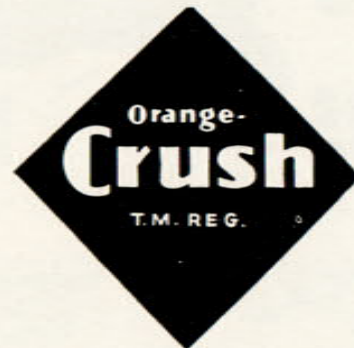
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## GRADUATING CLASS 5403 (LR)

Back row, left to right: A/P/O Reynolds, F/C Corazza, A/P/O's Burdett, Taylor, Nash, Ella, F/O Hughes, A/P/O Hughes. Front row, left to right: F/C Forster, A/P/O Tew, F/O Frederickson (Instructor), A/P/O's Roden, Thomas.

### "THE NONENTITIES"

We're leaving you soon and this story we write;  
Goodbye to the SYSTEM, — we've finished the fight.  
We can't say we're sorry, we can't say we're sad,  
In fact if you asked us we'd say we were glad.

Our genius, Thomas, what would we do Without his computer? — it's not up to you.  
If drift is to be starboard, computed it's port,  
Add two to the heading — jolly good sport!

There's Hughes who is known for his queer sense of humour,  
His greatest delight is in starting a rumour.  
"We will fly," "we won't fly," — it's always the same,  
You can bet it's from Taff that the whole story came.

Reynolds — God bless him — sextant to eye,  
For him the requirements are never too high.  
He never goes "second" just for the ride,  
If he can't use the dome, he shoots out the side.

We've all had some trouble in B and A,  
It happened to Taylor on "Controlled E.T.A."  
Turning point undercast?—excuses are lame,

"You should know what to do at this stage of the game."

In lectures one member, Corazza by name,  
Achieves some distinction—you might call it fame;  
He sits for a while and then starts to stir,  
Then, a gleam in his eyes, he says "Coffee break, sir?".

The Naval types out here are few,  
But we have one, his name is Tew,  
Although his work he finds agreeable,  
It's not like sailing on the sea—able.\*

Although Roden's small he makes the most noise,  
And still he's considered as one of the boys,  
Break-time, lunch-time, we'd all have a fit  
If we didn't find Roden asleep in his pit.

Ella's the fella—his arm in a cast;  
For him playing rugby's a thing of the past.  
He's taking a shot, time's running out,  
"Hold the 4\$\*%&%% thing steady," we all hear him shout.

Burdett is a yachtsman who built his own boat,  
We pity poor Brian, we know it won't float.  
If he steers on the sea as he flies in a plane,  
While sailing the Hamble he'll wind up in Spain.

Hughes Number 2, or Ken, it's the same,  
North of the border, from Greenock he came,  
Mess Sec's his job—he stands in the wings  
Bucking the system and pulling the strings.

Eight o'clock the briefings started,  
Nash and pit are still not parted.  
Charge him! They think, "what's the use?"  
"On mess business" — his standard excuse.

From Ireland too we have a member  
Who joined us early last November,  
We're talking of George Forster,  
And you try rhyming "Forster" with anything!

For want of a rhyme we'll have to say "Fred"  
Our last Course Director, so clearly well-fed,  
After teaching O3, so frequently late,  
He's getting grey hairs and at last losing weight.

This screed without Bob O'Malley would lack  
The truth, for he carried O3 on his back,  
We moaned and we groaned, the Tew and the Ellas,  
But he calmed us all down with a loud "O.K., fellas."

\*Ed.—We can go this far, but we couldn't possibly accept anything rhyming with "Indefatigable"!

## GRADUATING CLASS 5403 (AI)



Back row, left to right: F/O Wasiuta, F/O McLeod, F/O Holland, F/C Bone. Front row, left to right: F/O Nestoruk, F/C McDonald, F/O Cruikshank, (Instructor), F/O Rousom, F/C Williams.

Now Jerry Bone from the west coast hails,  
Known as "Blimp" to the rest of us males,  
He would be a wiser man by far  
If he didn't eat so many "choc'ly bar."

The only man to eat crackers in flight,  
To keep from honking in his mike,  
Is Lorne Holland, a young father soon  
He'll probably name the monster "Grundoon."

This chap's ambitions are mighty few,  
Just to pass the course and to drink more brew,  
If MacDonald could remember his girlfriend's name  
I'm sure he'd put us all to shame.

Wilf's a drug-store cowboy from the west,  
His Christmas turkey was the best;  
Eaten with rye, to a banjo's strum  
He even ate the bones, by gum.

From the Klondike comes a man so bold,  
To tell of ballet, astrology, and gold.  
John escaped the "SU and Valley Queens"  
But almost got caught by WG "sireens."

In the conference room Don spent his time  
Telling war stories of Maritime,  
He wrote memos to one and all,  
But it didn't spoil his thirst at all.

Across the field one day did stray  
Wasiuta, a refugee from B & A,  
Always joking, full of fun,  
Whenever there was a bet—he won!

Our party boy—Willy by name—  
For playing the banjo won his fame,  
Anything liquid that boy could drink,  
But the broken neck often makes us think.

Our Dad "Crankshaft," as they say,  
Took us on one sorry day,  
His troubles many, his joys were few,  
But "Hubble" was known to have a brew!

So here's to the boys of O3 (A1),  
Drink up, and lift your glasses high,  
When in trouble, when in doubt,  
Run in circles, scream and shout.

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## AUTOMOBILES

(Continued from page 11)

medium, moderately sporting or moderately conventional, either of which can be altered to suit the owner's desires.

THE engine compartment is chock-a-block with machinery and nicely laid out for maintenance from the top. Unfortunately items such as the plugs have to be removed from the underside of the car. Notice the interesting screen washing container—plastic, no less. No more of these cracked bottles because of frozen water. In addition, it is a much neater installation. A further interesting innovation is the inclusion of Conelrad stations on the radio dial; these are stations which keep the public informed, and issue instructions in the event of an atomic attack or national disaster. The crankshaft of this V-8 is supported by five steel-backed, copper-lead main bearings, and the camshaft by five steel-backed babbitt bearings. The top ring of the three in each cylinder is chrome plated for long life. Con-rods are steel 'I' section. The

rugged chassis is provided with 16 grease points needing attention every 2,000 miles.



"The twin exhausts of a powerful machine."

To ensure that the maximum effect is obtained from the cooling air drawn in by the engine fan the whole unit has been formed into a cowled wind tunnel from radiator to engine. One further item of interest is the unique system used for fuel economy with the quadruple carburettor. Both of the rear venturis have their opening timed and controlled by the primary venturi vacuum. This vacuum is naturally high when accelerating, therefore the rear venturis are then brought into play to ensure added fuel and better pickup. As soon as the throttle is released to a cruising position the rear carburettors cut out.

As added proof that the car is intended for the enthusiast, Fords has provided the owner with an excellent manual which almost enables him to carry out the majority of required maintenance.

The Ford Thunderbird is the first healthy sign from Detroit for many years, and let us hope that manufacturers who wish to produce a car catering to a particular section of our community will have the moral courage to put it into fact. For in the end it is always their duty to cater to us and not for us to bow in their direction. A catholicity of taste is always indicative of a tolerant individualistic society; so the more Ford Thunderbirds the better.

## BUSINESS—

### Trends and Comments

By F/L J. A. GAUTHIER

The latest five-year plan in Russia seems to have bogged down as far as farm produce is concerned. Russia is reported to have offered manganese, chrome, platinum, asbestos, gold and silver in exchange for United States farm products. She has made the overtures to obtain butter in exchange for the other commodities, and the other Soviet bloc nations are working on deals for other farm produce.

\* \* \*

Have you ever wondered what a pound of copper is worth? Or other metals produced in Canada? Approximate values are 30c for copper, 15c for lead, and about 33c per ounce for silver. An ounce of gold sold to the Mint at Ottawa will bring the seller about \$33.90 (Canadian).

\* \* \*

It is going to take water and probably money to put this fire out! Chief Poking Fire of the Indian reserve at Caughnawaga, near Montreal, says that the St. Lawrence seaway will be flooding part of the reserve, and he doesn't like it. I imagine the white man's wampum will quell the Chief's ire.

\* \* \*

A bigger dredging job than the Panama Canal is taking place east of Winnipeg at the Steep Rock iron range. One hundred and sixty million cubic yards of overlaying silt are to be removed to open up the iron ore mining.

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### TECHNICAL NEWS

(Continued from page 21)

The Cessna offers a shock-mounted, non-glare instrument panel with easy-to-read instruments for both day and night flying. Recessed mountings are provided in the panel for those who demand special equipment and multi-radios. For example, eight additional instruments, plus two radios, can be added without loss of map compartment space.

Two 36-inch doors give access to a cabin adequate in size for short or cross-country hops with comparable luggage space. It can be converted in almost 10 minutes from a passenger plane to one able to accommodate over a quarter of a ton of cargo.

The all-metal 170 is equipped with a six-cylinder Continental engine coupled to the McCauley pro-

PELLER. The C-145 Continental is holder of the world's endurance record and has proved its dependability in thousands of aeroplanes now in use.

### SUPERSONIC FOLLAND MIDGE

IT CAN now be revealed that the Folland Midge, low-powered prototype of the Gnat light jet fighter which has been entered for the NATO fighter bomber competition, was recently dived through the sound barrier twice in one day in the course of its flight trials from Chilbolton Airfield, near Winchester, England.

Sonic bangs were heard by the airfield staff on both occasions, and the characteristic white puffs, marking the point at which supersonic speed was reached, were seen in the sky.



Starting the dives at 37,000 ft., Folland's chief test pilot reached supersonic speed at about 24,000 ft. and held it for five or six seconds.

Throughout the dives the Midge remained under perfect control and the only indication the pilot had of having passed the speed of sound was a slight change of trim—a normal consequence of passing through the sound barrier.

In level flight the Midge has a top speed in excess of 600 m.p.h., although powered with an engine—the Armstrong Siddeley Viper—of only 1,640 lb. thrust. It weighs only 4,500 lb., has a wing span less than 21 ft., a length of only 28 ft. 9 in., and a height of no more than 8 ft. 9 in.

The Midge, which created a very

favourable impression when it flew at the recent air display at Farnborough, was built so that test flying of the basic Folland light fighter design could be started pending delivery of the high-thrust low-weight Bristol Orpheus turbojet which will power the Gnat.

Good progress has been made with the construction of the Gnat and its flight tests are expected to start next summer. The Orpheus will be about three times more powerful than the Viper and, in consequence, the Gnat, although rather heavier than the Midge, will have a flying performance equal to that of contemporary standard fighters with engines of much greater power.

### THE BELL SUPERSONIC X-1B

THE Bell X-1B has joined its "supersonic twin," the record-breaking Bell X-1A, in the U. S. Air Force's continuing programme of research in high speed high altitude flight.

The X-1B is presently at the Air Force Flight Test Centre, Edwards Air Force Base, Cal., where its sister ship attained a record speed of 1,650 miles per hour and a record altitude reported to be 90,000 feet.

Identical except for instrumentation, the presence of both aircraft at the Muroc Dry Lake test base will provide the U. S. Air Force with a double-barrelled opportunity of accelerating its investigation of the aerodynamic effects of supersonic and high altitude flights.

Both are flying laboratories, equipped with approximately 1,000 pounds of complex instrumentation to help solve more of the problems created by the increasing supersonic operations in the stratosphere.

Major Charles E. Yeager, USAF, piloted the Bell X-1A at a speed of 1,650 miles per hour—2½ times the speed of sound—on December 12th, 1953.

Both aircraft are powered by rocket engines built by Reaction Motors, Inc. While they are designed for take-off from the ground, the X-1 planes are normally carried aloft by a specially modified B-29 "mother ship" for launching at altitudes in excess of 25,000 feet.

Although the X-1B is the sixth and last of the X-1 series, it is essentially the same aeroplane which Bell engineers designed in 1945.

Main difference between the original X-1, world's first supersonic plane, and the X-1B are that the latter is nearly five feet longer, has increased fuel capacity and is equipped with a turbine pump to  
(Continued on next page)

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### TECHNICAL NEWS

(Continued from previous page)

force-feed propellants to the rocket engine.

Of conventional straight wing configuration, the X-1B is 35 feet 7 inches long, 10 feet 8 inches high and has a wing span of 28 feet. Fully fueled for launching, weighs over 16,000 pounds.

Flight endurance of the X-1B and the X-1A under full power is approximately 4.2 minutes.

### CURRENT AFFAIRS

(Continued from page 5)

humorous about the menace of alcoholism in France. The French are reputed to know all about the art of drinking, but there is no question that they drink to excess. Three shots of "brandy" for the workman before breakfast, wine and stronger stuff in copious draughts all through the day, more alcoholics than most other countries, interference with productive efficiency, unused, subsidized alcohol rather than sugar from grapes and beets—all this gives milk-drinking Premier Mendes-France a good case for moderation.

## PLANE FACTS

(SEE BACK COVER)

### DeHAVILLAND "OTTER"

Designed primarily as a search and rescue aircraft and northern supply plane, the air performance of the Otter makes it the answer to the flyer's dream. The ability to carry six stretcher cases along with two passengers and a crew of two, coupled with its extremely short take-off and landing runs, has resulted in its filling a major rescue requirement.

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