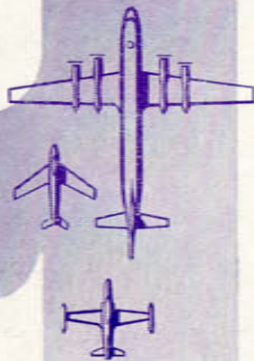
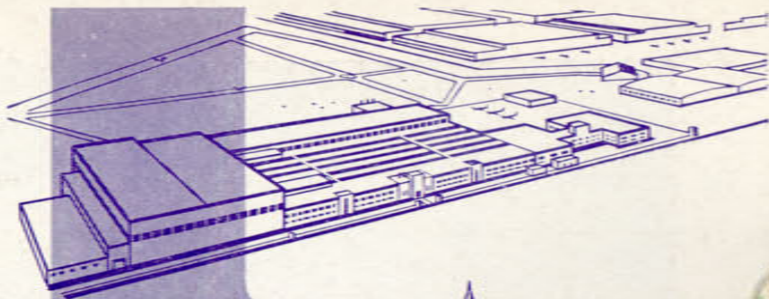


the CANADAIR contribution

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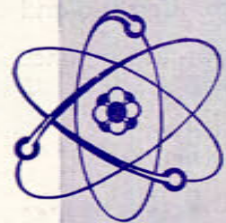
F86 Sabre jet fighters: Canadair produces this famous fighter for the RCAF and other NATO air forces. The fastest flying, highest climbing fighter aircraft in European multi-squadron service, the Sabre jet has proved its superiority in actual combat.

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F/O ROBERT GENNO

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ART DIRECTOR
F/O W. W. FREDERICKSON

ART EDITOR
F/L DON CONNOLLY

BUSINESS MANAGER
SGT. G. L. ROWE

ADVERTISING
F/O A. L. AULD
F/O I. SCOTT

Eastern Office: P.O. Box 302, Trenton, Ontario. Editorial and Advertising Manager: F/O Harry O'Hara

ASSOCIATE EDITORS: S/L C. Cheshire, F/O E. P. McLoughlin, Dr. L. A. Glinz, F/O Sandy Ineson.
CONTRIBUTING EDITORS: F/L Jack Leach, F/O I. K. Wilson, F/L A. Morton, F/O H. N. McMillan.
SPECIAL CORRESPONDENTS: P/O K. W. Sinden, S/L Roy Woods, LAC Bud Pauls, Cpl. Toll, LAC Barry Herron, Sgt. Howard O'Byrne, Lt. K. R. Cryderman.

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THE EDITOR SPEAKING...

New Aviation Magazine

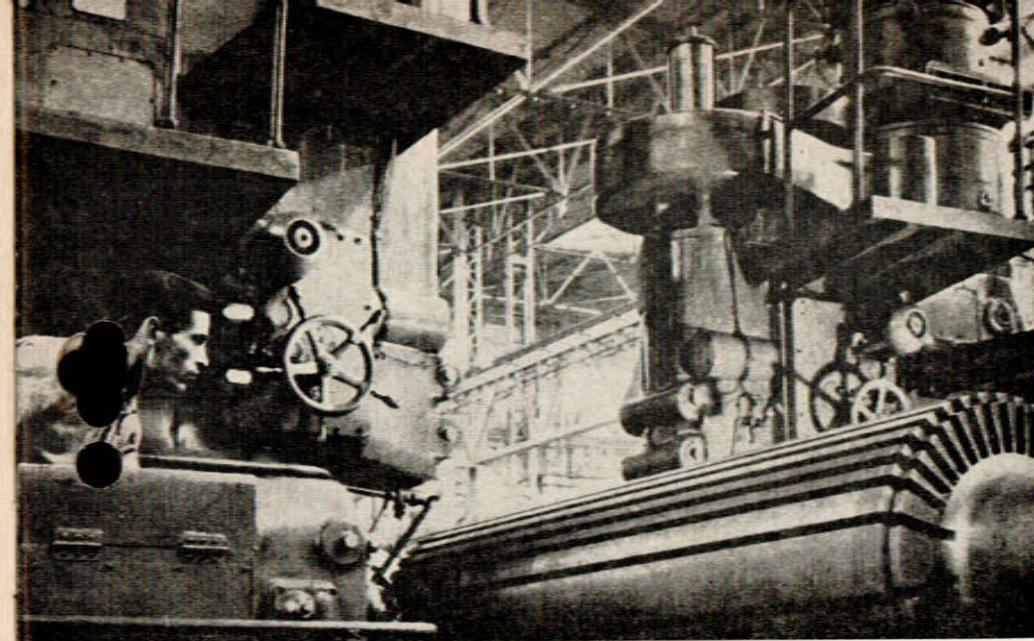
We received on our desk this week a copy of the first issue of a new magazine devoted to the interests of RCAF Auxiliary squadrons and the activities of flying clubs across the country. It is called THE CANADIAN WEEK-END AIRMAN, and is being published quarterly in Montreal by L. V. Kavanagh.

The first issue contains, among other articles and features, an appraisal of the Auxiliary Air Force by an expert, special material on helicopters, an article on the latest version of the Chipmunk trainer, on an Aircraft Warning Unit, and a history of Winnipeg's famous 402 Fighter Squadron.

The 18 well-laid-out pages and cover show considerable thought and skill on the part of the editorial staff, and we feel that the magazine will be enthusiastically received. The price is one dollar per year, and requests for subscriptions will be forwarded if left in the VOXAIR office.

Artistic Phoenix

Part of this issue is devoted to a look at the Royal Winnipeg Ballet, which, through the generous support of ballet fans in Manitoba and other parts of Canada, was able to recover from the disastrous fire of (Continued on page 33)



A Kharkov machinist processes a giant rotor for a power generator—"Russia is the world's second industrial power, a formidable competitor in war or in peace."

CURRENT AFFAIRS

SPIRIT

By DR. L. A. GLINZ

Current Affairs Advisor — Joint Services

There are many nationalities represented here in Winnipeg and you, on a small scale, a symbol of the union of the free nations—nations which are training, building up their strength, so that they can preserve their own way of life. You will return to your own countries, or remain in Canada, trained and responsible for your share in this task. I would like to consider a little later whether our way of life is worth preserving, and whether we can do anything to improve it.

Some of you will be returning soon to your own country and will be freed from dealing with the complexities and peculiarities of the English language as spoken in Canada. This applies to the RAF as well as to our other graduates. You of the RAF will be able to revert to that strange version of the English language spoken in England.

The title of this article is "Spirit." It is to be taken in the singular, not the plural. I chose the topic because you can include pretty well anything under it, e.g. spirit of the tiger, spirit of China, *esprit de corps*, a haughty spirit, revolutionary spirit, spirit of conservatism,

and so on. Needless to say I shan't be dealing with all of these.

The spirit of man is infinitely important. As Emerson said, "Great men are they who see that spiritual is stronger than any material force; that thoughts rule the world." On this basis who should win, democracy, whose essence is respect for personality, for the spirit of man, or communism which boasts of its materialism and its atheism?

But there is a positive side to communism also. The rise of Red China is proof of this. The spirit of revolution is there, and the desire to make China once more a great power. The Communist government is efficient and honest and has done wonders for China. It has forced the world to recognize that a new great power has come upon the international scene. Why can't we stand back in admiration of the new spirit that fills China? Because of the price paid in violence, spying, police rule, thought control, suppression of the individual and military aggression. Too many of the good and great qualities of China have been sacrificed on the altar of an efficient state dictatorship. We prefer the road that India is taking to create a new social and

economic order. That road is in the British, the democratic, tradition. It may take a bit longer but it will respect the dignity and rights of the individual man.

What is the new spirit that is animating the Soviet Union these days? For the time being Russia is easing up on the international hostility, suspicion, threats and ruthlessness of the Stalin regime. It is amazing how the new collective rulers of Russia are daring to question not merely Stalin, but even Lenin! The new Communist platform, formulated recently, declares:

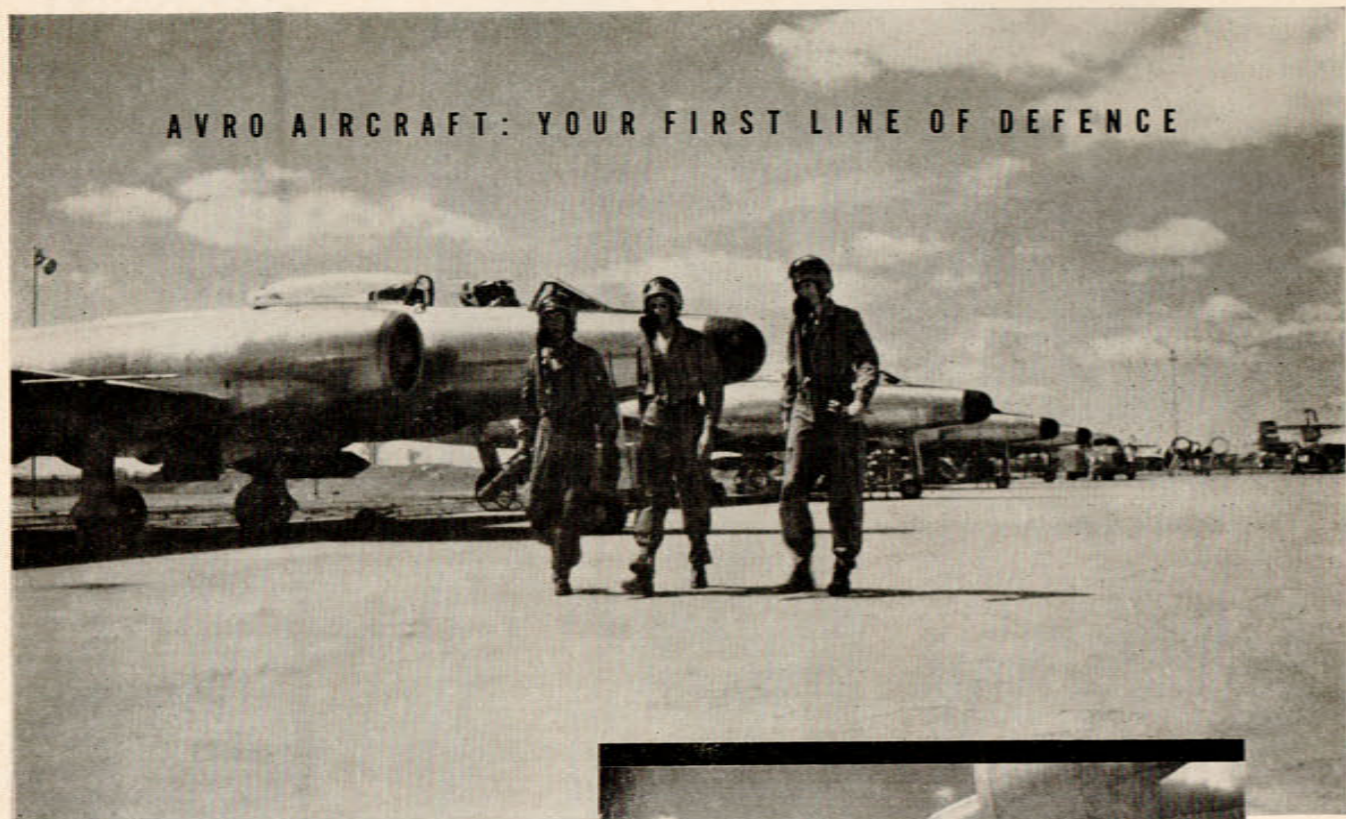
(a) that war (with the balance of forces between East and West) is no longer inevitable.

(b) that there are many routes to Communism (not just Moscow's routes) including parliamentary pathways, and

(c) that in place of capitalist encirclement there are now two world systems, one capitalist and one Communist—engaged in peaceful competition. At Geneva and through speeches and propaganda they have sought to allay the world's fear of Soviet military aggression, and at every opportunity

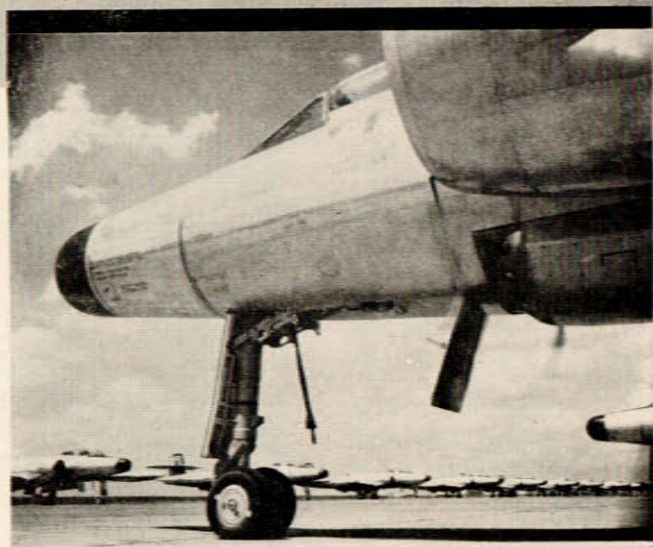
(Continued on page 7)

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Squadrons of RCAF CF-100s manned by keen, alert pilots and navigators guard Canada's northern approaches on a 'round-the-clock alert.

During 1956 NATO will begin adding squadrons of CF-100s, manned by RCAF air crews, to its Air Division in Western Europe.



**FLIGHT OVER:
INTERROGATION
TO COME**

There's something about the bearing of these men of the RCAF . . . something in their confident stride as they return from an interception exercise . . . that speaks of a job well done. For many months they received intensive training to prepare them for exercises like this . . . and for the dark day when enemy aircraft may actually appear in the skies over Canada. And what of the planes they fly? Avro Aircraft's CF-100 all-weather night interceptors have greater range, more power and more striking force than any all-weather night interceptor in service anywhere. Newer and more powerful flight projects are constantly underway in Avro Aircraft's extensive engineering division, staffed by the most outstanding research, design and development engineers in the aeronautical industry.



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Edited by MIKE COLEMAN

Reds Return Naval Base to Finland
HELSINKI—The area was restored to Finland at Soviet Embassy ceremonies. Soviet First Deputy Prime Minister Mikhail G. Pervukhin said: "With the return of Porkkala, we have no more bases on foreign soil. The cause of peace would be served if other nations acted similarly." Premier Urho Kekkonen said Porkkala's return was "of special importance to Finnish national interest, since the base was situated only 11 miles outside our capital." He viewed the transfer of the base as "proof of the relaxation of the international tension and as a demonstration of the means by which continued relaxation could be attained."

China Arms Aid Denied by Britain
LONDON—"We are not aware of any facts which would substantiate the allegation," a Foreign Office spokesman said. "It is well known, of course, that trade in non-strategic goods is conducted with China, and the increased number of voyages by British ships in and out of Chinese ports referred to in the subcommittee report is consistent with this increase in legitimate trade."

SURVIVE COLLISION



These two crew members of a CF-100 jet plane which collided with another in mid-air near Ottawa, exploded themselves clear and parachuted to safety. They were then picked up by RCAF helicopter and returned to their Uplands base. Seen here are F/L John Kitchen (Pilot) and F/O J. W. Delorey (Navigator) after their lucky escape.

Flier Says Arctic Survival Training Saved His Life

FORT NELSON—Flying Officer Ernie Howlett learned his lessons well in an Arctic survival course. He put those lessons to practice for three days after the crash of his T-33 jet trainer in the sub-zero cold of Northeast British Columbia on a tiny lake. Officers of the RCAF search and rescue unit in Fort Nelson said Howlett's survival in 20 and 30 below zero temperatures was a classic case of training paying off.

INTRODUCING THE "REDSTONE"



HUNTSVILLE,—The U.S. Department of Defense has released this first picture of a model of the new Army Ordnance guided missile known as the Redstone. Holding the model is Brig. Gen. H. N. Toftoy, commanding officer of the Redstone Arsenal at Huntsville where the Redstone missile was developed by scientists and engineers under the direction of Dr. Wernher von Braun, chief of Redstone's Guided Missile Development Division.

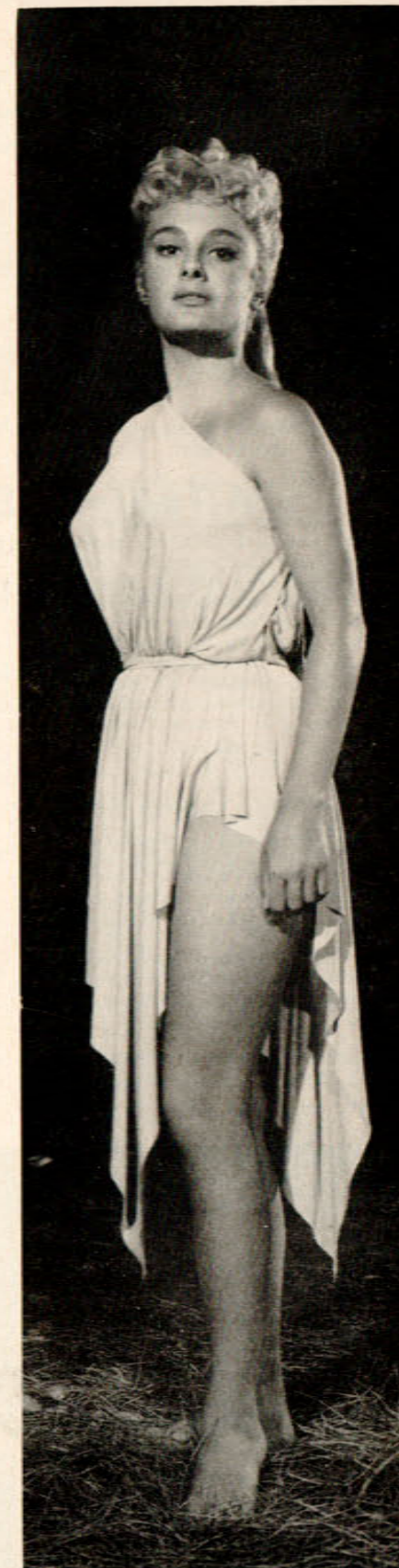
Tri-Services Board Meets in Victoria

KINGSTON—Canadian Services Colleges advisory board held its second annual meeting at the tri-service military college, Royal Roads, near Victoria, B.C. The board discussed matters pertaining to the three Canadian services colleges, including Royal Military College. Formed two years ago to make recommendations to the minister of national defence, the board met for the first time last year at RMC.

British Navy Battleships May Go To Canadian Ports

LONDON—The Royal Navy may disperse some of its reserve fleet to Canadian ports. Published reports indicate some British battleships may be sent to Commonwealth ports, probably in Canada or Australia. Naval experts say Britain's ports are too vulnerable to atomic attack to permit concentration of a large number of vessels. The Times has said that unless the battleships are to be discarded, "it is imperative that they be dispersed overseas either to Canadian and Australian waters or under NATO auspices in the United States."

ITALIAN BEAUTY



Mac Julian

ROSSANA PODESTA

Militia Has No Specific A-War Plan

WINNIPEG—Canada's militia forces today do not have any defined tasks in event of an atomic attack on this country, an Ottawa military adviser said recently in Winnipeg. Maj.-Gen. H. F. G. Letson, adviser on militia to Canada's chief of staff, said the role of the militia had not been changed by the prospect of atomic war. The militia, therefore, was not being trained to perform any specific duties at such a time. "They are receiving training in organization, administration and discipline," he said. "Organization would be the main requirement after such an attack." He said there was liaison between groups of militia and the civil defence forces, but "I think we will have to tie it closer."

Halifax Airman Is Spare-Time Radio M.C.

WINNIPEG—Flt.-Sgt. Ralph E. Holland, 30, of Halifax, an RCAF meteorological observer and supervisor, takes a turn at the turntables of radio station SHFC, Fort Churchill, Man., in his off-duty hours as do 11 other army, navy, air force and civilian personnel at the northern base. The radio station, which has a record collection of over 30,000 musical selections, entertains Fort Churchill residents with taped and recorded programmes obtained from the CBC and the U.S. Armed Forces Radio Service.

Wake of Jet Seen a Cause of Air Crash

TORONTO—Accident sleuths of the U.S. Air Force suggest that extreme turbulence in the wake of a passing jet fighter contributed to the Feb. 13 crash in North York of an Otter transport plane. The jet, a twin-engine CF-100, may not have been closer to the Otter than two miles; the extent of separation was not precisely determined. The jet pilot has said that at no time did he see the other aircraft. A confidential report—including testimony by the jet pilot—has been sub-

THE QUEEN WATCHES AFRICAN DANCERS



Ihitenansa girls from Orlu, in the Owerri Province, do the lively Igbakwu dance before the Queen and the Duke of Edinburgh at a dancing display at Enugu, the capital of Eastern Nigeria, February 7.

mitted to higher authority in Washington by a USAF investigation team that flew to Toronto immediately after the crash to establish a board of inquiry.

Commonwealth Units in Korea To Go Home

TOKYO — A planned reduction of British Commonwealth armed forces in South Korea to one battalion and supporting troops was announced in Tokyo Feb. 15. Withdrawal will begin late in March. The latest estimate of Commonwealth forces both in Japan and in Korea was between 6,000 and 7,000. Only 1,000 or fewer will remain in the Commonwealth contingent. It will con-

sist of a British infantry battalion, with Canadian medical personnel, an Australian signal force and a New Zealand transport unit.

U.S. Paratroops Rain on Bangkok

BANGKOK—Thai and United States Army paratroopers descended on Bangkok's Don Muang Airport by parachute. The Honest John rocket and its launcher were wheeled into view and its crew simulated putting it into action. This weapon is capable of delivering a missile with an atomic warhead to a target 20 miles away. Trucks and 105 mm. howitzers were parachuted from planes. Minutes later the guns were fired by the paratroopers and the trucks put into tactical use.

Russian Hopeful on Disarmament

UNITED NATIONS—This assurance was offered by Georgi F. Saksin, a Soviet delegate at the United Nations in an informal talk marked by its cordial tone and frequent expression of Soviet hopes for improved Soviet-United States relations. The Soviet government, Mr. Saksin declared, was waiting with interest to hear what new ideas the United States has to offer on disarmament. The next round of diplomatic talks is to begin this month in London. Maybe there will be proposals on which all can agree, Mr. Saksin said, adding that this would be the first move toward insuring international peace and security.

Tito Aides Praise Change by Soviet

BELGRADE—A source close to Yugoslav President Tito stressed particularly the speech at the Soviet Party Congress in Moscow. Yugoslavia, which was ousted in 1948 from the Cominform, the international coalition of Communist parties, is represented at the congress by her Ambassador in Moscow as an observer. Two significant modifications of Soviet Communist policy have been established at this congress, according to the Yugoslavs. These were that there is more than one road to socialism and that to achieve socialism we need not resort to civil war.

Device Can "See" in Full Darkness

BOSTON—A scientist unveiled publicly last month a device that enables a person to see in complete darkness. 'Eva' is the nickname bestowed upon the apparatus, which appears to be an ordinary, professional camera on a tripod. It not only provides views without light but takes pictures in color. 'Eva' can easily see anything, from a human being to a blacked-out city.

RCAF Veterans to Honour Dutch War Heroine

MONCTON — A 45-year-old Dutch midwife, known to scores of Canadians whose lives and liberties she saved during the war, as Aunt Truus, heard in a remote New Brunswick village that she has been offered honorary life membership in the RCAF Association. No 306 Maple Leaf Wing of the organization in Montreal. Mrs. Johanna Gertruida Janssen heard this message in the 140-population village of Rusagonis, New Brunswick. Mrs. Janssen was visiting with her brother, a Dutch immigrant farmer.

New Scheme Sobers "Beer-Trained" Militia

WINNIPEG — The suds soldier who did his training over a glass of beer has been wrung out of the Canadian militia, Maj.-Gen. H. F. G. Letson said here recently. The adviser on militia to the chief of the general staff at Ottawa, on tour of militia units in Western Canada, said the 1954 reorganization of administration and training methods within the militia has forced the "draught" soldier to get out. "Under regulations prior to the reorganization," Gen. Letson said, "a militia man could show up for parades when he pleased, spend some time at the canteen and still draw his pay."

Missiles Lead Said Now Reds

WASHINGTON — Senator Stuart Symington said early this month that Russia has tested an intercontinental ballistic missile "hundreds of miles farther than the U.S. has ever tested." "I don't believe" the Soviets are ahead of us in ballistic missiles," he said. "I state that they are ahead of us in ballistic missiles." Similarly, he said, the United States is lagging in production of long-range jet bombers.

HAVE A *Player's* "MILD"

THE MILDST BEST-TASTING CIGARETTE

SPIRIT

(Continued from page 3)

have preached peace and disarmament.

But more important, since these may just be words, they have issued a new challenge to the Western World—an economic challenge. They boast that their system can outdo ours, and they point, for instance, to their superiority in the development of intercontinental guided missiles, and to their two-year lead in producing electric power by means of an atomic reactor.

And now they are offering economic assistance to any nation that needs it—India, Afghanistan, Burma, Indonesia, Egypt. As Mr. Dulles says, they are now imitating our policy. Unlike the United States, however, they attach no strings. The aid they offer is in the form of a loan or trade, not a gift. In some ways this suits the national pride of countries like India. Also Russia can take in trade Egyptian cotton or Burma rice, products of which the U.S. has too much already.

Recently too the Soviet Union has posed as the champion of the Arab countries against Israel, and of colonial peoples everywhere—in spite of their own black, post-war imperialist record.

The West needs to revamp its policy to meet this new economic challenge of the Soviet, and it must at the same time remain prepared to meet the military challenge that could easily be renewed.

Let us take a brief look at our own countries. If we would meet the challenge of communism we must put our own house in order; we must create a state, where prosperity and justice prevail.

Henrik Ibsen gets to the heart of things when he says, "The spirit of truth and the spirit of freedom—they are the pillars of society."

Are truth and freedom in danger today? Certainly they are in Russia, China and the satellites. But what of our own countries? Do we tell the truth? Are we free?—Well, we like to think so.

Malcolm Muggeridge, editor of "Punch," in an address which he calls "Farewell to Freedom," says that our age—on both sides of the iron curtain—is "signalized by the elevation of the state and the obliteration of the individuals who compose it." He asserts that in England, M.P.'s vote as the party dictates, that the press is not free, and that the state is taking over everything.

(Continued on next page)



The "March of Dimes" Dance realized the sum of \$1,410.11 which was handed to the fund representative by the P.M.C. of the Sgts.' Mess.

Pictured, on the night of the dance, are F/S Stockdale, P.M.C. Sgts.' Mess; Mrs. Forbes, "March of Dimes" Convener; Commanding Officer G.C. Jabobsen; and W/C Gaffney, C.A.D.O.

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SPIRIT

(Continued from previous page)

When Mr. Muggeridge as editor of "Punch" dared to comment satirically and quite irreverently upon public personalities and affairs he was called communist, atheist, fascist, even Bevanite. He maintains that the exercise of free, independent judgment is one of keeping with the contemporary climate. One must conform to the prevailing thinking. Socialism and the welfare state mean farewell to freedom.

With this last view I do not agree. The state in England has done much to set men free from sickness, unemployment, ignorance, poverty. A liberal state education is doing more, to liberate the best in man. Even the Labour Party feels that nationalization has gone far enough. I believe the national genius for compromise, for a solution that works, will produce in Britain a social and economic order that will do by evolution and reason all that communism promises to do by revolution and force. And I think Britain will hold fast to the view that, "We must be free or die who speak the tongue that Shakespeare spake."

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EXERCISE "PUSH BUTTON"

USAF and RCAF search and rescue organizations swung into action Monday morning, February 10, to hunt for an imaginary light plane supposed to have gone missing the previous day near The Pas, Manitoba. The operation was part of a three-day joint exercise, called "Push Button," being conducted by the 44th Air Rescue Squadron, based at Lowry Air Force Base in Denver, Colorado, and the RCAF's 111 Communications and Rescue Flight, based in Winnipeg.



Leading Aircraftman D. H. Whittingham, 35, assists Corporal E. A. Hickling, 26, following Hickling's parachute descent during the search and rescue exercise, "Push Button," held near The Pas. Corporal Hickling was well settled in the waist deep snow when LAC Whittingham arrived to help him out of his harness and into a pair of snow shoes.

An RCAF ground party proceeded to The Pas on the first day of the exercise to set up a camp, supposedly that of the light plane's occupants.

With the campsite of the "survivors" in position, an RCAF Dakota, carrying para-rescue personnel, departed from Winnipeg to begin the search. Meanwhile, two A16 Albatross aircraft were preparing to leave Denver with American para-rescue men to join in the hunt.

The exercise concluded on Wednesday following the spotting of the campsite and a jump to the rescue

by teams of American and Canadian para-rescue airmen. Eight men made the jump, two at a time, to make tree-top landings that appeared to observers to be risky and uncomfortable. From the hanging positions the jumpers freed themselves from their 'chutes and either slid to the ground on a rope or down the closest tree trunk.

The landings were all made within a short walk of the campsite, but the waist-deep snow made walking almost impossible. The parachutists made good use of the snowshoes provided them and once they had made the short, arduous walk to the location of the "survivors" they began the second phase of their activity—that of comfort and first aid.

Two jumpers acted as injured survivors, while two others were given cards outlining the symptoms of each "patient." First aid was administered, using the medical kits which had also been air dropped. Then the procedure was reversed, giving each jumper a turn at acting as both survivor and as the rescuer.

When asked why he was so careful to see that each man took a turn as the patient, Flight Lieutenant H. G. Grant, medical officer at RCAF Station Winnipeg, stated that he thought it was a good thing for the rescuer to have some idea of how the rescued man feels while he is being treated.

One USAF and two RCAF aircraft and fifty search personnel of (Continued on page 34)



Campsite of exercise "Push Button."



TOP: A thorough knowledge of first aid to the injured and a proven ability to apply this knowledge is a prime requisite of these RCAF para-rescue airmen who took part in the three-day USAF-RCAF search and rescue exercise "Push Button."

On the left, attending to a simulated leg injury, is Corporal D. W. Kischel, 28, of Waterford, Ontario, and on the right, treating the head injuries of a make-believe survivor, is Leading Aircraftman E. A. Thompson, 25, of Winnipeg. The "patient" is Sergeant L. W. Dawson, 32, of Ottawa.

The three airmen are stationed at RCAF Station Winnipeg. They had completed their para-jump to the rescue just before this picture was taken.

BELOW: One of the brighter aspects of USAF-RCAF search and rescue exercise "Push Button" was a chance meeting with these northern Manitoba beauties as they were leaving to visit Winnipeg following the Fur Queen contest at The Pas.

Posing for the camera, from left to right, are: Miss Annette Chartier, of The Pas; Miss Sarah Neepin, Gillam; Miss Gretta Whitmore, Flin Flon; and Miss Helen Procyshyn, of Lynn Lake, who is the 1956 Fur Queen. The RCAF officers are, left to right: Squadron Leader J. S. Young, who was in charge of the exercise with headquarters at The Pas, and Flight Lieutenant H. G. Grant, medical officer on the exercise.

A USAF parachutist heads for the tall timber during exercise "Push Button."



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FLIGHT SAFETY

By F/L A. MORTON

AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION

THE omnipresent D14 (Report on Aircraft Accident or Incident) too often is greeted with moans and excuses by the very people who should derive the most benefit from the proper use of the form, whose sole purpose is the speedy, accurate determination of accident/incident causes, and to permit rapid publication throughout the RCAF of the resultant remedial action.

Speed is the prime requisite in reporting by D14. For example, technical or operating procedural defects (usually a distinct Flight Safety Hazard) discovered on, say, an Expeditor aircraft belonging to RCAF Station Edmonton, also comprise a hazard on every other Expeditor belonging to the RCAF from Vancouver, B.C., to Metz, France. Naturally, all RCAF Expeditor operators should be advised, and herein lies the value of the D14. The D14 must leave the station within four working days of the occurrence, and an advance copy is sent directly to the Directorate of Flight Safety in AFHQ. Here the report is evaluated and, if necessary, advice of the unsafe condition reported is sent (with a suitable priority) to all RCAF stations concerned.

The commonest complaint the FSO encounters is, "Oh, that doesn't need a D14, does it?" This attitude stems partly from lack of appreciation of the purpose of the D14 and partly from the fact that the pilot (who usually initiates D14 action) must delve unwillingly into his log book for his flying times for inclusion in the report. No matter how large the station or how experienced the pilots, the true value of D14's is discernible only at the

(Continued on page 26)

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BITS and PIECES

By "BRIT"

*The winners laugh and tell jokes, and the losers snarl
'Deal them — cards.'*

And so it goes at the hardest working time of the day, the lunch hour and a half. All sorts of nooks and crannies hold these intent grim-looking people—the four gathered around the table, and the two standing, for no game can be counted legal without at least two kibitzers. Bridge has swept back into popularity in the Air Force, and potential Grand Masters are being forged in the crucible of "tenth-of-a-cent."

With more apologies to Robert Service, that wonderful Canadian who has been plagiarized more than any other poet, we present:

*"Most of the boys were silent and grim,
"As they gathered in the cards;
"One said, 'Two No,' the next 'Four Clubs,'
"And the third said, 'Hold it, pard,
"The bidding's high; the game's too rough,
"I'm leaving this here joint.'
"Too late,' they cried, 'the cards are dealt;
"The game's a cent a point.'
"So he snarled inside, and he damn' near died
"As he thought of the stakes that were set;
"Then he grabbed the cards from one of his pards,
"And he sneered, 'I'm not through yet.'
"And the boys all jeered at the fool who sneered
"When they'd caught him in their trap.
"To this day his screams tell the tale; it seems
"It wasn't Bridge—it was RAP!"*

Particles: Now for the big contest. First with the correct answer was P/O Bob Lee, of Station Trenton—congratulations, Bob, and a hearty handshake. Second was P/O Ken Horne, of Winnipeg—congratulations, but no handshake. Our third wizard was Mr. Derek James, of Gloucester, England—who gets a sickly smile. These brilliant chaps all get, in addition to salutations, a year's subscription to VOXAIR, plus a very picturesque VIXEN photograph.

The correct answer to the riddle is "One foot is both the same." This all originated with a rather involved pun which goes something like this: A hunter, having placed his decoy on the pond, sat back to wait. Pretty soon a little duck flew by and, seeing the duck on the water, ducked down to see. Just as the duck ducked down he spotted the hunter and shouted, "Duck!" Whereupon he did a duck dive. When he came up, alas, there were shavings floating on the pond but no duck. "Aha!" said he, "Wooden duck, eh?"

Cheers for now!



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111 C. AND R. FLIGHT

By F/O NORM McMILLAN

HAVE been away for a month, so we missed the last edition. Sorry Jimmie. In late January yours truly with a crew from 111 flew Dak 568 on skis to Churchill. AFHQ decided earlier that there should be a standby Dak at Churchill for search and rescue duties while flying was going on, for the DEW Line Operation.

We didn't have too much to do while we were there but were on 24-hour call which naturally cut down on our social and bar activities. We on the first crew, myself, F/Os Jones, Mason, Cutt and Freudenburg from A1 Flight as third pilot, plus LACs Day and Alexander as crewmen, had one search and one mercy mission during our three-week stay. We also did several GCA checks for the new GCA at Churchill.

Our mercy mission was in the form of an Eskimo airlift from Chesterfield Inlet to The Pas. We flew to Chesterfield, landed on the ice on Hudson Bay, visited the RCMP, and an Eskimo family in their igloo. It was quite comfortable in the igloo in spite of 25-mile-per-hour winds and 35 below zero weather. We then took off and flew seven Eskimos with TB to The Pas and returned to Churchill the next day.

The following week the RCAF CO at Churchill had engine trouble in his Otter near Bird, Manitoba. We went out and found him, and with the help of a Spartan Airways helicopter, brought him out of the bush after

a one-night stay in sleeping bags in 20 below weather. No one was injured.

A winter exercise, Operation Push Button, was held at The Pas in February with 111 and American crews from the 44th Air Rescue Squadron at Denver. The aircrews did a mock search and the para-rescue boys made jumps into the bush, set up camp, treated supposed casualties and everyone had a cold happy time. This exercise took place just a year after a similar operation last winter when a B47 exploded and American and Canadian crews took part in the search and rescue of Capt. Pittman and two of the three other crew in that epic rescue. Incidentally, a movie is being made in Hollywood of that event.

While The Pas exercise was in progress, a jet pilot in a T33 got lost and one crew from The Pas was sent out to Fort St. John, B.C. to aid in the search. The pilot was very lucky. He was almost out of fuel and lost. He tried to eject but his canopy would not budge, so he did a crash landing in the bush and ended up on a lake between Fort St. John and Beaton River, uninjured. How lucky can one be! He was found by a crew from Vancouver. The searchmaster, S/L Steel from Edmonton S&R Flight, was searching at the time but was not in the right area.

We've had more than 88 inches of snow in Winnipeg this winter. Sure hope it stops soon. My wife is getting awfully tired of shovelling the stuff out of our driveway!

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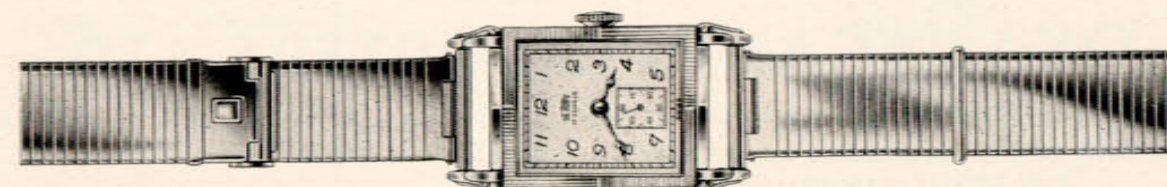
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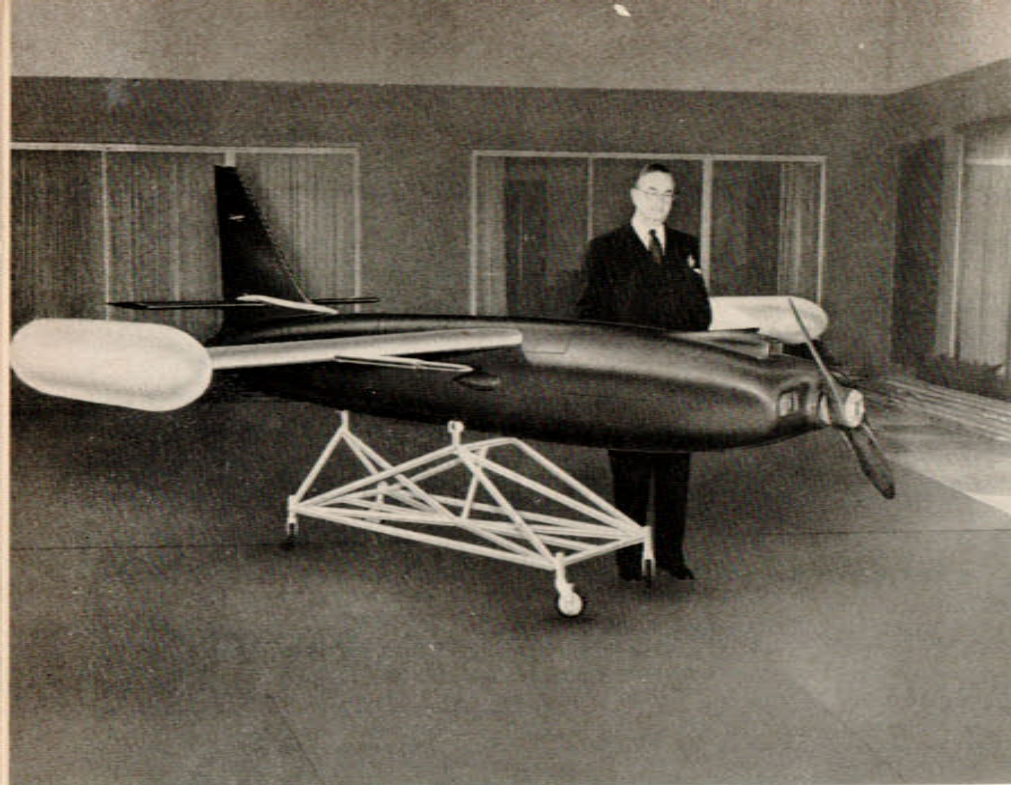
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Northrop Aircraft

NEW PLASTIC DRONE PLANE

Agile, high-speed performance providing realistic targets for the Armed Forces' ground-to-air and air-to-air weapons has been designed into this new plastic target drone developed by the Radioplane Company of Van Nuys, Calif., a subsidiary of Northrop Aircraft, Inc. Details of the new drone were announced by Whitley C. Collins, president of Northrop and Radioplane, shown here with the new pilotless airplane. It is capable of speeds ranging from 350 to 400 mph.

OKANAGAN HELICOPTERS FIRST IN FIELD

PURCHASE GIANT SIKORSKY S-58

Canada's first commercially-operated giant Sikorsky S-58 helicopter, with a quarter million dollar price tag, will carry the pioneering crimson and white markings of Okanagan Helicopters Limited, world's largest commercial operators in the field of rotary-wing aircraft.



S55

Along with the somewhat smaller Sikorsky S-55, the S-58 will be the only large helicopter certificated for commercial use anywhere in the world. Its increased carrying capacity—more than double that of the S-55—will substantially reduce the cost per ton mile for Okanagan's freighting operation.

As a freighter aircraft the S-58's payload need never enter the cabin. It can be carried in a cargo sling. This feature facilitates handling of bulky and awkwardly-shaped cargo,

and reduces the time normally spent in loading and unloading aircraft.

The design and production of the Sikorsky S-58 is solidly based on years of engineering, manufacturing and operational experience in the transport helicopter field. It follows the traditional Sikorsky single rotor design but, unlike the S-55, has four instead of three steel blades. The passenger version of the S-58 has accommodation for 12 passengers and baggage, plus a crew of two. As a freighter it has a two-ton payload. Maximum range is 970 miles, with a maximum speed of 132 miles per hour. In addition to the automatic ground contact cargo sling, the aircraft has a 600-pound power operated utility hoist.

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BRITANNIA CERTIFIED FOR AIRLINE OPERATION



THE Bristol Britannia 100, largest turboprop airliner in the world, and the first long range civil transport of this type, has been given its Certificate of Airworthiness and thus has official clearance for airline operation.

On 30th December, at London Airport, the first two Britannias to be delivered to BOAC were formally handed over.

BOAC has on order a total of 33 Britannias made up as follows:

- 15 Britannia 100
- 7 Britannia 300
- 11 Britannia 310 (formerly designated 300LR).

The Britannia 300 has a fuselage longer than that of the Britannia 100 and is capable of carrying a greater payload over similar ranges.

The Britannia 310 is a very long range aircraft which will provide non-stop all-weather scheduled services in both directions over the North Atlantic.

The Proteus Turboprop

The Proteus engine, which powers the Britannia, has completed in 48,000 hours' running, including over 12,000 flying hours.

It is the first turboprop in the 4,000 hp category to be given unrestricted clearance for passenger-carrying service and embodies the Bristol free-turbine principle. In this type of engine both compressor and propeller are each driven by an individual turbine, there being no mechanical coupling between the two systems; the only connection is the gas stream through the two turbines. It is this unique system which makes possible the outstanding operational flexibility of the Britannia.

Britannia Orders

Britannia orders already total 49 aircraft, made up as follows:

British Overseas Airways Corporation	33
Royal Air Force, Transport Command	6
Ministry of Supply (for trooping work)	3
El Al Israel Airlines	3
Canadian Pacific Airlines	4
	49

Technical Details of the Britannia 100

Wingspan	140 ft.
Length	114 ft.
Height	36 ft. 8 in.
Tourist passenger accommodation.....	90
All-up weight	150,000 lb.
Payload	25,000 lb.
Engines	Four Proteus 705 turboprops each of 3,780 equivalent horsepower
Mean true cruising speed	375 mph.

The Britannia 100 can carry its maximum payload of 25,000 lb., including 90 passengers, for 3,730 miles, or 12,250 lb. of payload for 5,170 miles.



These artist's sketches show how the new Boeing "Intercontinental" and "Stratoliner" will look in the "colours" of the airlines which have already placed orders for them. Quantities ordered so far from Boeing are 8 Stratoliners and 12 Intercontinentals for Pan American Airlines; 30 Stratoliners for American Airlines; 5 Intercontinentals for Braniff Airways; 4 Stratoliners for Continental Air Lines; 10 Intercontinentals for Air France and 3 Intercontinentals for Sabena Belgium World Airlines. Each aircraft will cost approximately four and a half million dollars.

The Intercontinental is a higher powered, longer range, version of the Stratoliner capable of carrying 125 passengers at cruising speeds around 575 mph., over a distance of more than 4,000 miles.

"THIS HERE BALLET"

By ERIC NICOL

(From "Shall We Join the Ladies"—courtesy Ryerson Press)

"You got to hand it to these ballet dancers," said the big man at the next table. "They got to be on their toes." He signalled for two more beers.

"You seen it?" said the small man.

"Last night. The wife's sister got us tickets. She thinks I am a slob."

The small man nodded understandingly.

"Last night we seen 'Swan Lake.' Very interesting."

"Who is in it?" the small man asked politely.

"Nobody you'd know," said the big man, lipping his beer. "All ballet dancers."

The small man nodded again and waited while his friend's whistle was wetted. Then the big man went on: "This 'Swan Lake' is a sort of a fairy tale. You got to buy a program to figure it."

"Like Polo Park," said the little man.

"Yeah," said the big man. "Except after two hours and a half you still don't know who paid off."

The small man eyebrowed surprise.

"But as the wife said, you can see that it is beautiful, what they are doing. This dame who is the swan is terrific."

"The dame is a swan?"

"Yeah! You got this bunch of happy peasants running around the stage, see, beside the lake. They're celebrating something—Christmas, may be. After them comes this band of hunters, bouncing onto the stage. They're waving bows and firing arrows that are strictly imaginary, since the season ain't open yet."

"Ducks?" said the small man.

"Swans!" said the big man. "You ever eat swans?"

The small man shook his head.

"Me neither. Anyhow, these hunters are led by a rummy the program says he is the Prince, his pants being even tighter than the other guys, if possible. This Prince leaps in with a grand jet, the wife says, which I believe since he can take off straight up. Right here is where the flock of swans come beetling down the runway."

"The hunters make like they are going to pot the works, but the Prince gives them an as-you-were, having noticed that the swans ain't swans at all, but dames in short, fluffy skirts."

"You gotta be careful hunting," nodded the small man. "I shot me a Guernsey once."

"So this Prince, his eye is caught by the Queen of the Swans, a kid with a naturally long neck and very

well stacked. Right here is where I wish the wife's sister had bought us seats somewhere nearer than the last row of the balcony, the cheap skate. All I can see good is the program, which says the Queen and the Prince are alone so they can do a pas de deux in French."

The small man blinked and said: "I never heard of a guy doing it with no swan."

"This Prince does it, him grabbing her around the middle and her revolving on her axis, being very graceful about not kicking him in the gut. That was the end of the first period."

"Still no score, huh?" said the small man.

"It gets sad from there on," said the big man. "The Queen of the swans boots the bucket, and the bring her back as the ghost. The other swans go nuts over her, but I could not see her so good as when the lights were on and I guess I sort of dozed off. The wife says the ending was terrific, though."

The small man drained his beer and said: "I like a good tap dancer; you don't see them no more."

"With this ballet," said the big man, "you got to develop a taste, like olives. You got time for another beer?"

The Royal Winnipeg Ballet

TWO YEARS AGO the Royal Winnipeg Ballet was a memory in the minds and hearts of many people. Today it is alive again, having risen, quite literally, out of the ashes remaining from the memorable fire of June, 1954. What appeared in that year to be the end was in reality a second beginning. Thanks to the sympathy and assistance of the artistic world, the determination and generosity of friends in Winnipeg and throughout Canada, the help of Provincial and Municipal Governments, a rehabilitation fund was realized.

For newcomers to the Royal Winnipeg Ballet, perhaps it would be well to review briefly the years since 1938, when Gweneth Lloyd and Betty Farrally came to Winnipeg from England. Here they organized a ballet club, hoping to gather around them dancers interested in raising the standard of the dance in Canada. As Miss Lloyd has said of those days: "No one could dance but we picked the potential." In the following year this "potential" performed for the first time in public, as part of a Civic Pageant staged before Their Majesties King George VI and Queen Elizabeth on the occasion of their visit to Winnipeg.

By the end of the war years the club was known locally as the Winnipeg Ballet. Following the peace it appeared before a distinguished audience in Ottawa, and during 1946 and 1947 made two successful tours of the prairies. In 1948, it visited Toronto, London, Ottawa and Montreal. Eastern critics began referring to it as a national "find."

The same year, the first Canadian Ballet Festival was held in Winnipeg under the auspices of the local group. Although this was an artistic success, it resulted in the first severe financial loss of the company's career. Clearly, something had to be done if the Ballet was to continue. In March, 1949, a group of Winnipeg citizens, led by Lady Tupper and Miss Lloyd, suggested that the troupe be put on a paying, professional basis. Following incorporation, a board of directors took over, which, from membership sales and donations, liquidated the new Company's debt. A time of great expansion followed.

Subsequent achievements led up to a Command Performance on the 16th October, 1951, before H.R.H. Princess Elizabeth and the Duke of Edinburgh at the Civic Auditorium in Winnipeg; and were crowned in February, 1953, by Queen Elizabeth II's graciously granting permission for the Ballet to include the word "Royal" in its corporate name.

During the season 1953-54, under the management of Columbia Artists Inc., the Ballet undertook its first extensive tour in the United States. Highlight of the tour was a week in Washington, D.C., where Alicia Markova joined the company—as she had done previously in Winnipeg—to dance "Les Sylphides." American critics were, for the most part, enthusiastic. Returning to Canada, the Ballet completed a very successful western tour. Although its finances were at a low ebb again, due to unexpected expenses in the United States, the future of the Company seemed bright.

Then came the fire—and ruin! A second Columbia Tour, which was to have included a New York booking, had to be cancelled; the dancers had to be disbanded. This seemed like the end of the road. Yet beneath the gloomy clouds of pessimism everyone was insisting that Canada's oldest professional ballet had earned by past performance the right to a second chance. This chance was not long in forthcoming, due to the generosity and work of those people and organizations mentioned earlier.

The Company's new repertoire includes a three-act version of "Devil in the Village," Paddy Stone's original ballet "Clasico," which Mr. Stone has choreographed and taught as his contribution to the rehabilitation drive; one of Miss Lloyd's most successful ballets, revised and renamed "Parable." Besides these, Ruthanna Boris has choreographed for the Ballet an entirely new work—Pasticcio.

From the old repertoire, classic excerpts remaining are "Blue Bird" and "Pas de Trois" from Swan Lake; the "Pas de Deux" from Don Quixote. The ballets being performed for the 1955-56 season are Parable, Clasico, The Devil in the Village, Pasticcio, and the grand adagio from the "Nutcracker Suite."

Gweneth Lloyd, though fully occupied now with teaching in Toronto and at the Banff School, continues to give great assistance as Founder-Director. Miss Betty Farrally, who used to be the Ballet Mistress, is now the Artistic Director. But many new faces have joined the Company. Nenad Lhotka, former leading dancer of the Zagreb State Ballet in Yugoslavia, has been with the Company for two years as Ballet Master. Under him the cadre of "old" dancers, led by Carlu Carter and Bill McGrath, has been strengthened by artists from other parts of Canada, from England, the United States and Mexico. There are nineteen dancers in all under contract with the Company for the present season.



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Some of the Corps de Ballet grouped around the "Devil's Mistress" Marina Katronis (Devil in the Village).



Rehearsing a scene from "Pasticcio." Left to right: Marilyn Young, Ted Patterson, Charlotte Wright, and an unidentified dancer.

Ruthanna Boris in an arabesque pose (Grand Adagio).



Finale of one of the numbers from "Clasico."



Carlu Carter and Paddy McIntyre in a pose from "Pasticcio."

Carlu Carter and Paddy McIntyre featured in a scene from "Pasticcio."



Left: Pas de Deux (Paddy McIntyre and Carlu Carter).

Below: An action shot of the dancers in "Pasticcio."



Caught off guard in a moment of concentration are the people who form the "artistic brain" directing the activities of the company. Left to right: Nenad Lhotka (Ballet Master), Peggy Green (Stage Director), Ruthanna Boris (Choreographer and soloist), and Betty Farrally (Ballet Mistress and director).

The Royal Winnipeg Ballet of Canada



Carlu Carter practices a few exercises off stage.



Jill Alis and Gloria Contreras relaxing out front.



A rehearsal scene (Devil in the Village).



Centre, above: Carlu Carter. Below: Action in Act 11 of "Devil in the Village."



Centre, above: Carlu Carter. Below: Action in Act 11 of "Devil in the Village."



Left, above: The Wise and the Foolish Virgins in Gwyneth Lloyd's ballet, "Parable." Below: Yela (Jill Alis) at the well in Act 1 of "Devil in the Village."



Marilyn Young, one of the younger stars of the company.

AUTOMOBILES

By PETER McLOUGHLIN

WILL BRITISH CAR MANUFACTURERS EVER LEARN

You will have noted by this time, no doubt, that the majority of the large car firms in England are working on reduced hours because of an inability to sell their products on world markets. Though it profits one little by being wise after an event, or annoyingly stating, "I told you so," we sincerely hope that the true causes of this situation will be realised by the controlling powers of the industry and rectified promptly. For the record, it is worth outlining the reasons that led to this dilemma. The economic forces which are affecting Britain's industry are not by any means global—VW are producing full blast to catch up with international demands, as are Fiat and others.

Since 1945 there has been a seller's market for English cars of any sort, and despite obvious warning in 1950, 1951, and 1954, that the type and quality of the cars needed urgent improvement, little was done. The fault for this lies squarely at the feet of the three or four men who control the industry. Refusing to slough off a complacency which was supported by the selling conditions, they made only feeble attempts to stay ahead of world competition. These same men, in addition, appeared immune to criticism by the owners who had the misfortune to buy their products; the results of these actions need no further illumination.

Witness the fact that the British industry has yet to try out rear-mounted, air-cooled engines on any mass-produced product. Nor is there any sign of independent rear suspension. Though the basic engine has shown some advance, in the field of reliability rather than ingenuity, most of the English small cars have pre-war chassis covered in modern dress. What's more, the lack of original thought, for the greater part, is so obvious in the slavish copies that have been made of Detroit bodies, that many makes have lost the individual character and tradition Britain has always been noted for.

The odd motoring journal in England has been loud in its demand that immediate attention be paid to the unreliability of many components when used in adverse conditions—to little avail. This factor, combined with the lackadaisical attitude adopted in the field of servicing and maintenance, has alienated many prospective owners. The situation is slowly being corrected, but it is a case of too little, too late. Finally, allow us to show our disdain for the publicity departments of some manufacturers who have lately taken to blatantly dishonest advertising to help push their products. To wit, the B.M.C. advertising of last fall which intimated that five of their products could exceed 100 m.p.h. in standard form! Furthermore, whoever heard of

an M.G. (much less three) winning I Mans at any time? That sort of stunt only damages your reputation.

To sum up, if the Germans can make cars with superior workmanship for the same price, and at the same time have greater appeal to the public, besides proving to be more reliable, then it is time that John Bull did some rising and shining!

The Aston Martin racing team for 1956 has been announced and is as follows: Stirling Moss (Maserati), Reg Parnell, Peter Collins (Ferrari), Roy Salvadori, Tony Brooks (Owen), Peter Walker.

The firms in brackets are those for whom the individual driver also races.

FORD MAKE CHANGES IN TWO MODELS

Ford of England have changed their Consul and Zephyr cars. The result is a line of cars which are longer, lower and wider, with improved grilles. The engines are now overhead valve—the Consul having a 4-cylinder engine of 1,703 c.c.s. and the Zephyr a six. Alas, the appearance to us is of a small Detroit car bearing a Union Jack.



—Courtesy "The Motor"

RENAULT PRESENT THE NEW "DAUPHINE"

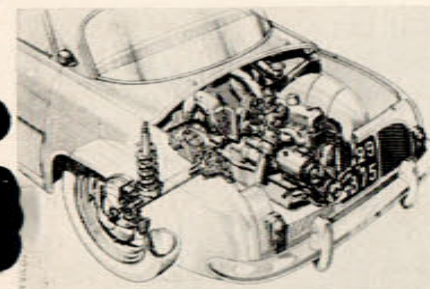
The Renault company have just given birth to a most attractive little car, to be named the Dauphine. Midway in size and price between the 4CV and the Frégate. Should cost near \$1,600



in Montreal. The car has done extensive tests in Canada, the Arctic, and Africa, as well as Europe. On the above photograph note the engine air intakes by the rear wheels, the flashing trafficators in a sensible spot by the rear doors. The neat interior design (models

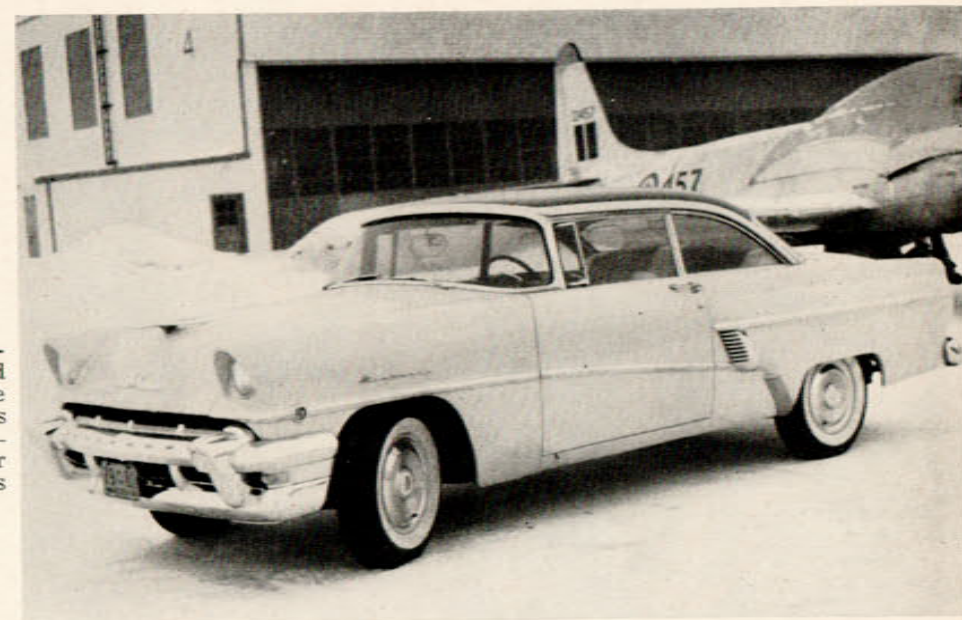


do not come with each car) is apparent, as is the room. Being rear engine (4-cyl, 30 bhp, 845 cc, liquid cooled, top speed of 71), the trunk space is provided by lifting the hood forward. Spare wheel is also slid in under the front bumper. An engine blind for cool weather is fitted as standard. Suspension is independent on all four wheels, with coils and vertical shocks. Note the universal joint in each half drive shaft.



Gas consumption is reputed to be over 40 m.p.g. and weight 1,388 lbs. Dimensions are: 155" x 60" x 57" high. Wheelbase is 89" and clearance 6". Forecast—a very bright and long life.

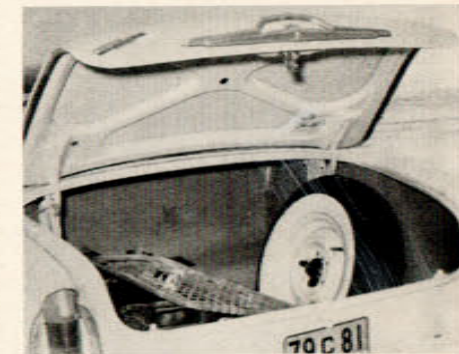
Driving Impressions of the Big "M"



THE "Big M," as the Ford Company call the Mercury this year, is little changed from 1955, with the exception of trim, more power, softer suspension, and an inch or so less height. However, it is still the best-looking of all the American production cars and its performance and road-handling places it at the head of our medium-price list. The tough-looking front end blends well with the remainder of the lines, which are greatly helped by the low silhouette—the low, long sweep of the rear window is a deciding factor here. You will notice the minor trim changes and the revamping of the tail lights, but there are no further items of change worth mentioning. Workmanship appears to be a little above the normal. Incidentally, try slamming the doors on these hard-top convertibles and watch the whole side "give" with the impact! The metal sculpturing done on this year's Mercury is just the preview of extensive changes coming shortly in this field of body design.

The second shot shows the easy access to the trunk, and also that, though it is large, it isn't enormous! Because the roof line has been dropped again we suffer a bit in the headroom department, but not excessively unless you reach well over six feet. For a pleasant change, the interior furnishings show a bit more taste and better construction—a mite less ostentation is always welcome. We particularly like the ingenious sliding top, and ash trays set into the back arm rests. The finish and materials used on the seat showed a

healthy improvement over competitors. The driver has fewer headaches on this car than on other Detroit products—seats, pedals, wheel position, and visibility are without fault. The instrument panel, a concentric arc viewed through the wheel, is visible and complete, but we still don't like those wrap-around monstrosities mis-named windshields. The steering wheel has the "crashable" type feature, which feels odd for the first few miles, until you settle in. All minor controls are grouped in convenient spots, including radio controls. The seats could still provide more leg support on long trips—that is a point all our domestic products fall down on. The windshield



wipers are vacuum operated; however, they don't fall into the annoying habit (Continued on page 34)

MARYLAND SERVICE

CORNER MARYLAND & PORTAGE
WINNIPEG, MANITOBA

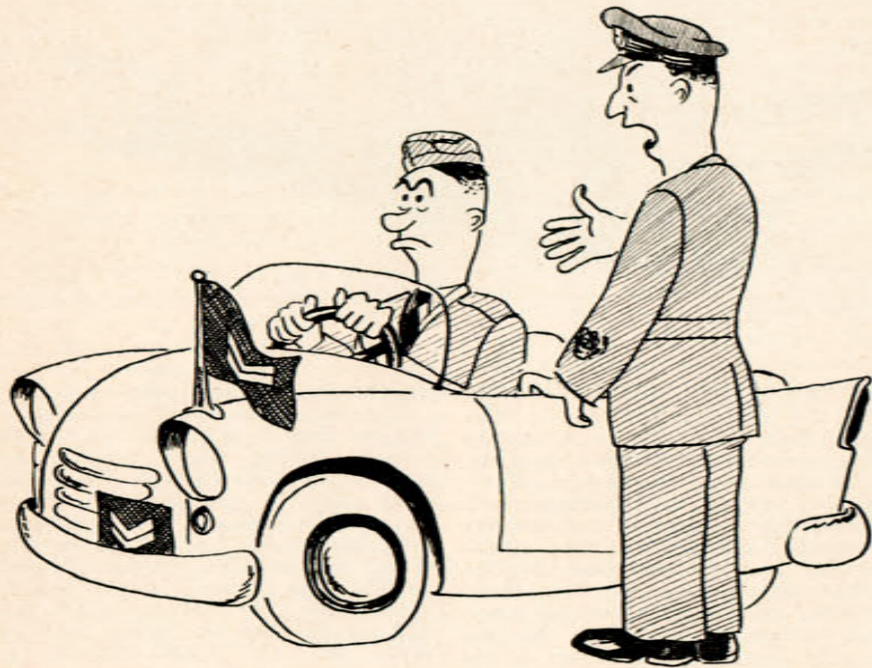
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Connolly—Voxair

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THE EDITOR
AND STAFF
WISH ALL READERS
A
HAPPY EASTER

VOXAIR VIXEN
LUCY MARLOW

LUSCIOUS LUCY—Lucy Marlow is sitting pretty since her success in Warner Bros.' "A Star Is Born," CinemaScope-Technicolor production, starring Judy Garland, James Mason, Jack Carson and Charles Bickford.

\$ \$ — \$ \$

"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. The prints should be at least 4" x 5" in size, and glossy.

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Voxair Vixen

Lucy Marlow
Warner Bros.

ENTERTAINMENT and RECREATION

CLUB NOTES

STATION DRAMA CLUB FORMED

The new Drama group has obtained a three-act play for which casting will start shortly. The organizer informs us that the club is badly in need of lady members and asks all interested ladies from PMQ's to attend the next meeting. Club meets every Tuesday and Thursday evening, at 7 o'clock, in Room 2, Drill Hall. Organizer: LAC Ramsay (Local 511).

SQUARE DANCING

Sgt. Johnson of the fire section is very happy about the enthusiasm shown since this group came into being. Judging by the pictures we have been receiving in the VOX-AIR office everyone must be having a whale of a time at the dances. New members still welcome. Dates to be announced later.

EUCHRE AND BRIDGE

By the time this appears in print the official opening of the club will have taken place, and the "fiends" will now have another outlet for their enthusiasm! Sgt. Sargent seems to be the man to see, and he can be contacted at Local 511.

WIRE JEWELLERY AND ENAMELING

This is a new one on us, but reports indicate that response to the venture was gratifying. Classes in this art will commence very soon, and those wishing to join are asked to call 511 for information on venue, and so on.

(Continued on page 36)

CINEMA

Sunday, April 1
SILVER CHALICE (G)
Virginia Mayo Jack Palance

Monday, April 2
CULT OF THE COBRA (A)
Richard Long Faith Domergue

Tuesday, April 3
DOWN 3 DARK STREETS (A)
Broderick Crawford Ruth Roman

Wednesday, April 4
THIS ISLAND EARTH (G)
Jeff Morrow Faith Domergue

Thursday, April 5
TARGET ZERO (G)
Richard Conte Peggy Castle

Friday, April 6
TALL MAN RIDING (G)
Randolph Scott Dorothy Malone

Sunday, April 8
BRING YOUR SMILE ALONG (G)
Frankie Laine Constance Towers

Monday, April 9
CROSSED SWORDS (G)
Errol Flynn Gina Lollobrigida

Tuesday, April 10
RAGE AT DAWN (A)
Randolph Scott Mala Powers

Wednesday, April 11
INSIDE DETROIT (A)
Dennis O'Keefe Pat O'Brien

Thursday, April 12
CALL ME MR. (G)
Betty Grable Danny Thomas

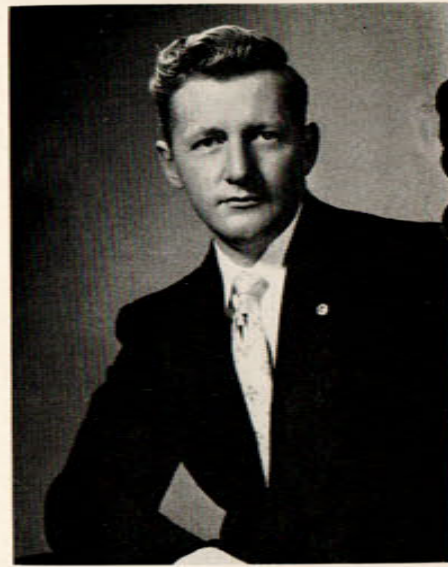
Friday, April 13
HEIDI & PETER (G)
Eliz Sigmund Heinrich Gretle

Sunday, April 15
CAINE MUTINY (G)
Humphrey Bogart Jose Ferrer

Monday, April 16
TOP OF THE WORLD (G)
Dale Robertson Evelyn Keyes

Tuesday, April 17
I CLIMB THE HIGHEST MOUNTAIN (G)
Susan Hayward William Lundigan

Wednesday, April 18
CROOKED WEBB (A)
Frank Lovejoy Marie Blanchard



RED ALIX

"RISE AND SHINE WITH RED"

ONE of the most difficult daily jobs faced by most of us is that of getting out of bed in the morning. It is a task requiring considerable effort, both mental and physical, and realizing this the radio

stations of this continent have devised a means to help listeners collect their faculties in the morning and to make rising a less painful affair. This is known as the "Early Morning Show," a program of lively music, spirited gossip, and frequent reminders of the time and temperature.

Starting in this issue we are publishing a series of articles introducing Winnipeg's disc jockeys who run these early morning programs, and our first guest is Red Alix of CJOB.

One morning a few days ago a listener phoned Red to make a complaint about people who left their garbage on her street, and requested that Red ask these people to stop it. Red replaced the phone and announced: "O.K., you guys, stop dumping your garbage in the lady's street. O.K.?"—a typical example of the many public services which Red performs on his early morning show.

Born twenty-nine years ago in the United States, Red moved to Canada with his parents when he was two years old, and today he lives with his wife and four children in the River Heights district of Winnipeg. His radio career started back in 1939, when he appeared in an amateur talent contest as a radio singer—he came last! Ten years later, however, he had improved sufficiently to hold down regular singing engagements in Saskatoon with radio station CFQC. He remained with this station as a cowboy troubadour for 18 months before moving to CKOM as this station's first announcer when it opened up in the same city in 1951. It was with this station that Red first started working with the early morning show—the show which many radio personalities consider the most important of the day since it has the whole family for its audience. Of course, this was once true of the evening shows, but television has now entered into competition with them.

Red came to Winnipeg on February 28, 1955, and joined the staff of CJOB, so he has now been with us for just over one year, still doing his favourite early show. It must be a continual source of amazement to many listeners that a man can sound so bright and cheerful for five morning a week.

When asked how he managed this, Red replied that radio is a competitive business and an announcer cannot afford to sound dull or bored. He then reversed the questioning and asked, "How would you feel if you had to get up every morning from Monday to Saturday inclusive?" This would not be too bad if he could get to bed early, but Red has many late nights when he M.C.'s shows for charities and clubs, and so his sleep is somewhat irregular.

On the Red Alix show western tunes are played from 6 to 6.30 a.m. since this type of music is most popular with very early listeners, many of whom are Winnipeg farmers. Then comes the varied selection of novelty tunes and the occasional hit parade favourite, and, of course, Red's own "Beefs and Bouquets," which has proven so popular that it is possibly the biggest attraction of the show. "B and B" allows listeners to phone and complain about or praise anything they like. Bouquets are asked for almost anything but usually for Red himself and his show; but, the beefs normally concern the city and its public services—like garbage on the roads! Red claims that these broadcast telephone conversations carry considerable weight in getting things done around the city.

One of Red's most amusing replies was given to a lady who phoned complaining about the large numbers of DP's who were being allowed to enter the country. Red answered that it is a good job the Red Indians didn't have the same attitude. Although many of the comments are open for most divergent answers, Red is careful not to give his own opinion; he already has a bad enough time being blamed for things other people say. The final session of the program leans heavily toward children's music and reminders that the school bell will soon be ringing.

In answer to a question as to why the time and temperature are broadcast so frequently on all the early morning programs from all the city's radio stations, Red explained that nearly every second throughout the morning another radio is switched on and that the listening audience changes every eight minutes. The result is that if these announcements are not

made the station's switchboard becomes inundated with requests from new listeners—all wanting to know the time and temperature.

At some time during their radio careers most announcers make a boob over the air, and Red is no exception. He winces as he recalls the commercial during which his tongue twisted and he produced an embarrassing Spoonerism on "Rug and Drape" store!

Red's main interests outside the studio reflect his early outdoor life and farm upbringing; he is an ardent huntsman and fisherman, confining his hunting activities to Manitoba, and going a little further afield, to Saskatchewan, for his fishing.

As a radio representative he has done a great deal of publicity work with the RCAF, flying with 406 and 418 squadrons on a number of occasions. It was during his tour with the Air Force aerobatic team, under S/L Roy Wood, some years ago, that Red had his first real scare, when the T-33 in which he was a passenger had a flameout at a dangerously low altitude. Fortunately the pilot was able to relight, so everything ended happily for Red.

In future, when you wake up in the morning and wish you hadn't—just tune in to CJOB and "let Red get you out of bed"!

(Next Personality: Cliff Gardner of CKRC.)



For the latest and best in music buy

A COLUMBIA RECORD

See Gerry Chipman at the record bar

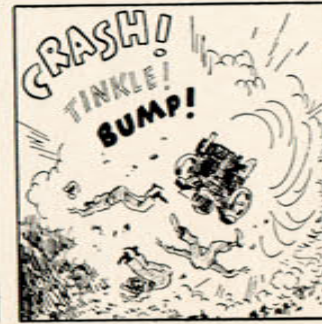
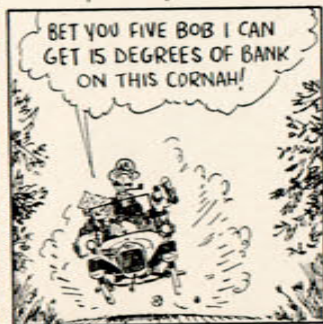
DEER LODGE RADIO-T.V.

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FRIGHTFULLY GOOD SHOW!

Have you chaps met Lord Whiff of Grapeshot, D.S.O., D.F.C. —sporting old blighter by Eric



AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION

(Continued from page 10)

Directorate of Flight Safety, where all D14's are recorded, classified and analysed.

To illustrate the "hidden value" of the D14, let us take an hypothetical case of a relatively minor technical failure, such as an aerial breaking in flight. The failure caused no major inconvenience, since the radio affected was not required for that flight (it was a clear day), and the broken aerial didn't interfere with the operation of the controls. The average pilot might enter the unserviceability in the aircraft log book (L14) and forget it. However, someone in the unit (usually the FSO) should be on the alert to detect such conditions, and ensure they are properly investigated and reported. Then the "hidden value" of the D14 appears, and it is the most important aspect of accident/incident investigation.

The hypothetical aerial failure should be investigated at unit and station level for:

- actual cause of the failure, and a remedy, if known;
- all possibilities of more serious consequences from such failures, such as loss of essential radios in bad weather, or interference with the operation of the control surfaces by entanglement; and
- possibility of recurrence of this failure on other aircraft of the same type (usually determined by a local special

inspection of station aircraft).

A variety of results are possible from the station investigation, but the most innocuous-appearing incident, when reviewed at the Directorate of Flight Safety against the vast array of reports received from the entire RCAF, may reveal a major hazard whose elimination may prevent an accident or even save a life. Obviously, the more reports available for analysis and comparison, the more reliable and valid are the conclusions drawn from them—hence the ever-increasing emphasis on D14's. Naturally, every D14 is not a life-saver, but even if a D14 eventually contributes to the data that proves that a subsequent reported condition is relatively harmless, it has performed a useful function.

This narrative has a moral—that the orders outlining the requirement for accident/incident reporting (AFAO 21.56/01) were designed to protect RCAF air operations; and also that the terms of these orders regarding what requires a D14 should be interpreted broadly rather than rigidly adhered to (in an attempt to reduce "paper work"). Every RCAF unit must provide for the proper submission of reports on all accidents and incidents, and pilots, as the commonest initiator of such reports, must be made aware of the apparent and "hidden" values of the D14. Remember, when in doubt, report!

ATTENTION!

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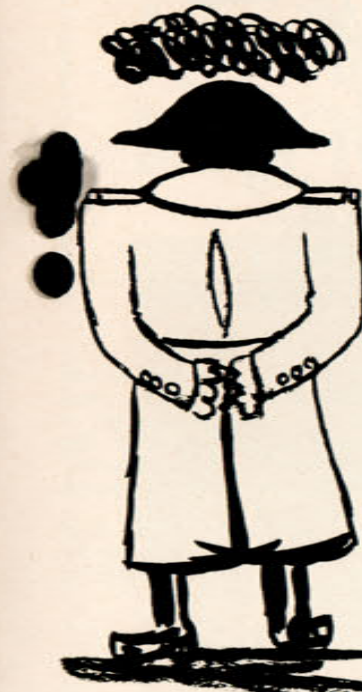
GRADUATING CLASS 5502 (LR)

School Days Are The Best Daze

or

5502 At Kipper College

A PLAY IN THREE ACTS



COURSE DIRECTOR

Student Body

Jim Andrews	Doug Fletcher
Harry Bray	Jacko Jackson
Terry Briley	Hugh Standen
Duffers Downey	Mike Taylor
Derek Waters	

Costumes.....by Air Ministry

Act I—Scene I

(A classroom in the spacious halls of Kipper College)

Curtain rises. A game of cricket is in progress and at the wicket, for which purpose a chair serves admirably, is Jacko. He is standing at the crease wielding a navigation straight-edge, awaiting Doug's next ball. The ball is an eraser with which Doug is bowling swift leg-breaks. The rest of the cast are arranged about the field with emphasis on deep field on the window side, as broken windows let in the cold. Enter the dreaded Doctor Dupuis (DDD.)

The Demon King.....M. Lightstone

Cigarettes.....by Whoeverzgotam

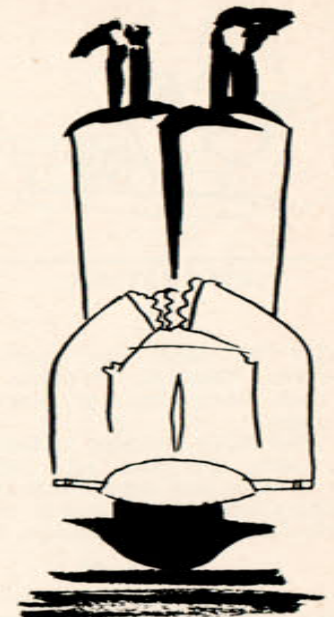
Harry Bray: "Room, attention." (Cast strikes attitude of alertness, with the exception of Jacko, who presents arms with the ruler, then realises his mistake and orders ruler.)

DDD: "Seats, please." (Course scuffles about for several minutes regrouping tables, etc.)

DDD: "Today I'm going to talk about grid technique."

Duffers: "But, sir, we came here to learn navigation, not American football."

DDD: (Ignoring the interruption and continuing his task of casting sham pearls before genuine swine) "Now,



COURSE DIRECTOR UPSET AT SEEING US LEAVE

Cast

Instructors

D. Dupuis.....	Course Director
C. Bernier.....	Instr. Comp. & Liquor.
R. MacMillan.....	Astronomer Royal
Paddy Doyle.....	Radio and Radar
Mr. Oddie.....	and Sly Jokes
	Neocromancy and
	Cabalistic Charts

grid technique is used in polar latitudes, its purpose being to provide the navigator with an alternative datum for measurement of angle when true north cannot be ascertained."

Doug: "Wonderful people, these Chinese."

DDD: (Irritated, but not fully exasperated) "Furthermore it has been found that gyro steering coupled with the observation of heavenly bodies..." (Here Jacko portrays interest.)

Jacko: "Heavenly bodies, sir; do you mean like Marilyn Monroe?"

(Continued on next page)

Please

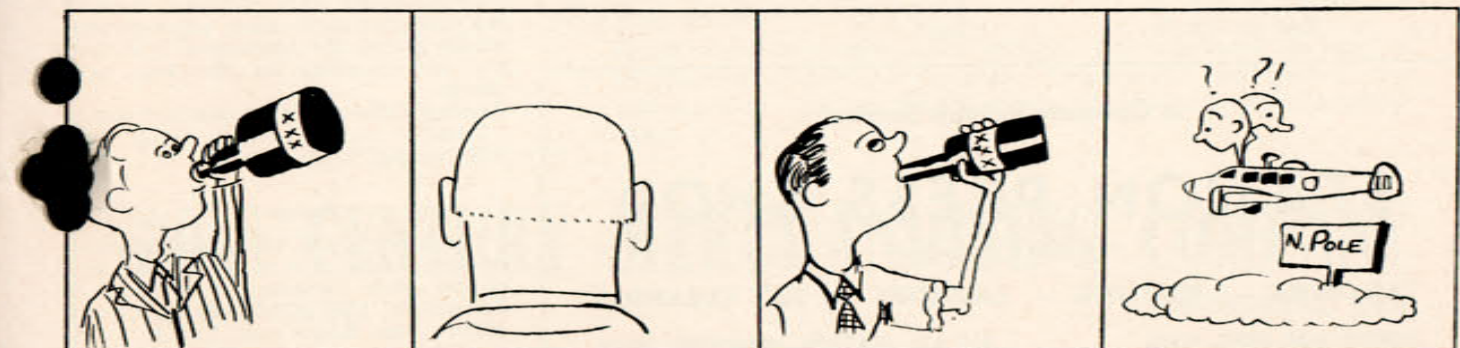
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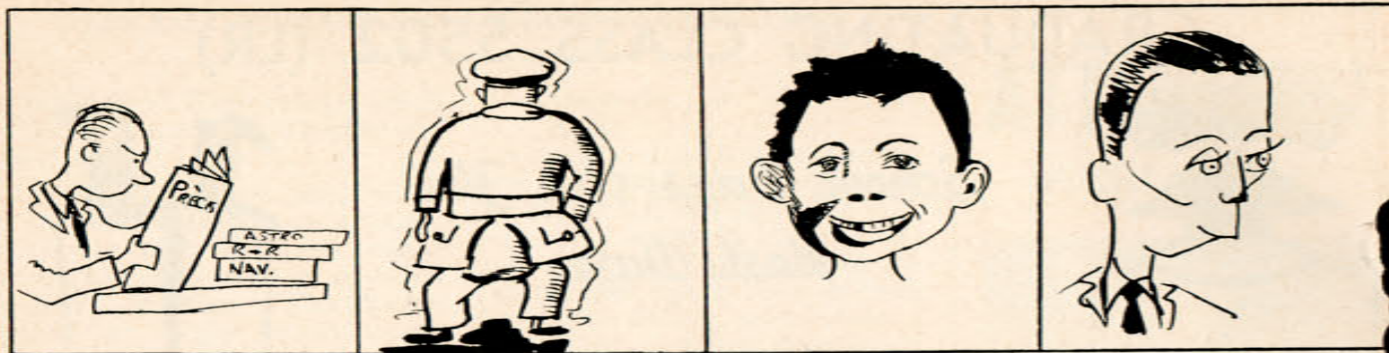


HARRY BRAY

DOUG FLETCHER

JIM ANDREWS

TERRY BRILEY



MIKE TAYLOR

"JACKO"

HUGH STANDEN
(Wot, me worried?)

DAVE DOWNEY

DDD: "No, Fatso, like Venus!"
Duffers: "But, sir, we came here to learn navigation not practical biology."

(Exit DDD, swearing in bad French, slamming the door and waking up Terry who had been comfortably imagining himself all alone at the North Pole with Venus and Marilyn Monroe.)

Scene II

(Enter Claud Bernier.)

C.B.: "Today we are going to discuss the components of the gyrosyn compass system as installed in the Expeditor. Now this system is composed of a gyro-stabilized queer thing with a dingleoffer attached to the thingummy. (Produces a diagram of the instrument and shows it to the class, all of whom seem satisfactorily impressed, with the exception of Terry who is back to the North Pole with V. and MM.)

Claud observes the rapt expressions, and tiptoes away before the class starts asking difficult questions, such as "How does it work?"

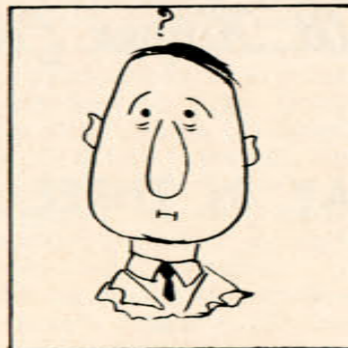
(EXEUNT class for early lunch without bothering to lock up equipment.)

Scene III

Classroom, empty, as the students are still at lunch. A sudden blue flash heralds the arrival of the Demon King. In his hands he holds a big sack. He surveys the unguarded property, chuckles gleefully, and fills his sack with the course's navigation instruments. After a quick look around to make sure that he has missed nothing, another gleeful chuckle, and he stealthily makes his way back to OHTEE, a cave into which students must venture to recover lost equipment.

(EXIT Demon King.)

(End of Act I)



DEREK WATERS

Act II—Scene I

After lunch. After some dazzling footwork from Paddy and the Astronomer Royal, in which baffling phrases have been bandied about, such as "Ground Attenuation, Low Index Systems, and Obliquity of the Ecliptic," the boys are left in a state of suspended animation awaiting the mysterious period which appears as BRFG. on the program.

(Enter DDD: Speaks.)

DDD: "Well, the route for tonight is 'St. Agathe—Morris—Lac du Bonnet Balmoral.' We'll be flying in Expeditors, correction, AN Expeditor, Programming have their fingers in as usual. P/O Briley will be first nav, the other eight second navs. First nav is to climb and descend on track, and obtain points at the rate of 24 per hour. Second navs will obtain requirements as laid down, keep a met cross-section and a fuel log."

(A mad scurry begins to find charts, rulers and the other bits and pieces which enable a student navigator to survive. All at once the students find that their equipment has disappeared.)
Duffers: "Sir, all our nax equipment has gone."

DDD: (Who has had a hard day)
"Don't tell me your hard-luck stories. When I say 'Jump' all you have to say is 'How high, sir?'"

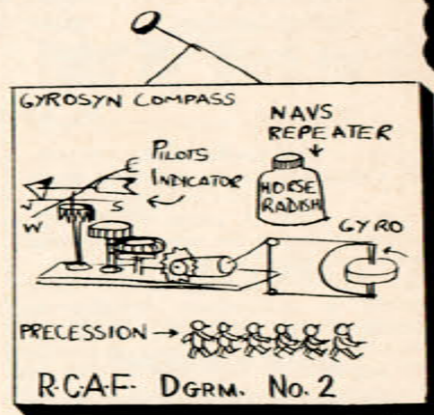
(EXIT DDD.)

(End of Act II)

Act III—Scene I

The students are listening to the weather briefing.

Met Man: "Well, it'll be a good night tonight for flying, with the exception of 10/10 cumimb over the Winnip."



area, stratus at 500 feet, and cumimb tops at 50,000 feet. It will be ideal for astro."

(The second navs dutifully transfer this information to their cross-sections whilst giving the impression that they are just doodling on the first nav charts.)

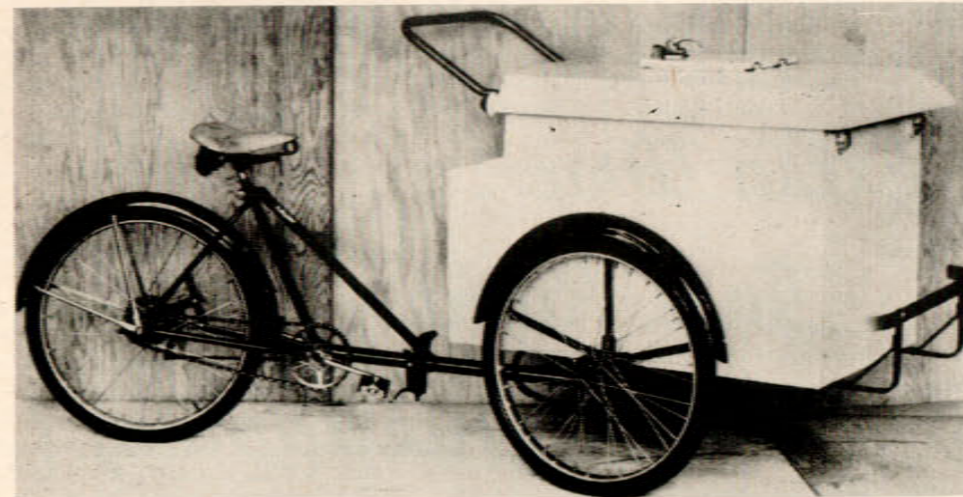
Briefing Officer: "Well, aircraft are in number eleven hangar. Good luck. Get going."

Scene II

The happy band are in an Expeditor droning north. Not much can be seen of the crew because, as is usual in Expeditors, they're all sitting in each other's laps. Hours pass, and it is evident that the aircraft, the students, the

(Continued on page 33)

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your guests will appreciate its flavor.
Enjoy this tangy, sparkling refreshment
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DREWRY'S
DRY GINGER ALE

It's a matter of . . . TASTE

RORERTA MAUNDERS'

LIBRARY CORNER

This month two books that have been exceedingly popular in the British Isles, United States and Canada are reviewed — "H.M.S. Ulysses," by Alistair MacLean, a Scotsman, and "The Man in the Grey Flannel Suit," by an American, Sloan Wilson.

Alistair MacLean grew up in the little Inverness-shire village of Daviot. In 1941, when eighteen, MacLean joined the Royal Navy and began five years' service as a torpedo-man in the East Coast Convoy Service; two and a half years spent aboard a cruiser, serving successfully in the Home, Mediterranean and the Eastern Fleets, gave him the background for his story, but much of the technical detail he acknowledges to his brother, a captain in the Merchant Navy.

After the war MacLean graduated in Arts (Honours) at Glasgow University and took up teaching, but in his spare time he likes to go back to the sea, to the west coast of Scotland, where, accompanied by his wife and young son, he sails his own fishing smack.

"H.M.S. ULYSSES"

By Alistair MacLean

Reviewed by
F/L L. W. F. BEASLEIGH

Here is an outstanding story of a ship in time of war. No literary tricks are employed; there are no flashbacks, and it is devoid of improbable heroics.

The author does not attempt to cover the whole war or even a single campaign; merely seven days of the life of the flagship of an Aircraft Carrier Squadron escorting Murmansk convoys through North Atlantic waters.

Essentially it is the story of a ship's company who live, fight and die in an extraordinary but still believable manner. As the book opens, we find these men sick and mutinous. From the Admiral down to the youngest seaman they have reached and passed beyond the

limit of human endurance, but before they may rest there must be one more run. There follows a tale of death and destruction, where the weather, aircraft and submarines join forces to batter the entire convoy almost out of existence.

This story is told simply and brilliantly; it deserves a place high on the list of first-class war books.

* * *

Sloan Wilson was born in 1920 in Norwalk, Connecticut. Before receiving his B.A. degree at Harvard he joined the Coastguard, where he became, at twenty-three, commanding officer of first a small freighter and then a tanker in the South Pacific.

At present Mr. Wilson is an English instructor, as well as Director of Information, at the University of Buffalo.

"THE MAN IN THE GREY FLANNEL SUIT"

By Sloan Wilson

Reviewed by F/O M. A. COLEMAN

"The Man in the Grey Flannel Suit" is the story of Tom Rath, but it is also the story of many men who returned home from the relative security of the olive drab army uniform to the relative insecurity of the grey flannel suit of the civilian.

Tom Rath was a paratrooper during the war; he killed seventeen men and, furthermore, during a leave in Rome, while awaiting a transfer to the Pacific theatre, he lived with an Italian girl, Maria. Just before he was due to leave Maria told him that she was going to have a child.

These incidents may not be altogether unusual to many men who fought through the last war, but to Tom Rath they almost became a crisis in his peacetime life.

The man in the grey flannel suit is the story of what happened to Tom after he took his release and obtained civilian employment. He began to work in a routine job with

one of the large New York foundations — commuting daily between his office in New York and his home with wife and three children in South Bay. One day a friend told him that there was a job being offered with the United Broadcasting Corporation. Tom felt unsettled in his present position; he wanted more money, wanted to move into a better house, and wanted to give his children a first-class education. So he applied for the position and, after several interviews, was hired. He found that he was to work as personnel assistant to the company president on a national mental health project, which his client was hoping to sponsor. Due to a conflict of personalities between himself and his immediate superior, Tom found himself working under considerable strain. It was at this time that his mother died, leaving him a sizeable estate, together with a harrowing legal tangle over the will. The final blow was struck when Tom noticed that the elevator operator in his new office building was an old war buddy, Caesar Gardello, who was aware of his wartime relationship with Maria. Gardello, who had married Maria's sister, told Tom that Maria had given birth to a son and now needed financial help. Obviously Tom could not send money to Rome, without his wife noticing, so he had to tell her the story.

The story is excitingly and, at times, delicately told. Flashbacks are used in an manner which gives a striking insight into the personalities in such a way that the reader is able to realize precisely what the characters are thinking rather than

(Continued on page 34)

LIBRARY HOURS

Monday to
Thursday 1130 hrs. - 1300 hrs.
1400 hrs. - 2000 hrs.
Friday 0830 hrs. - 1700 hrs.
1400 hrs. - 1700 hrs.

SPORTS

By "Stocky"

"BATTLE OF THE ANCIENTS" WON BY N.C.O.'S

A NEW PAGE in sporting history was written last month when the annual Sergeants vs. Officers hockey game ended, it is rumoured, in a win for the NCO's! This result, however, is difficult to verify since the officer entrusted with score-keeping has lost his records, and members of the officers' team only smile sheepishly when a score of 6 to 1 is mentioned.

Any suggested difference in ability can only be attributed to the sergeants' ambitious training program. They practiced religiously for an entire hour on the Saturday preceding the game, whereas the officers, exhibiting far more sporting bravado, felt that the five-minute warmup period prior to the game was sufficient. As indeed it must have been, for at the end of that time the officers were warmed up to the melting point.

Early in the first period the superb physical condition of the NCO's began to tell, and time and again a sergeant would dash the entire length of the ice before collapsing, whilst his officer

pursuer was left gasping on the boards near the red line.

As the game drew to a close (after five minutes) substitution became more frequent until, in the dying stages of the game, it was a continuous process. The coach of the officers' team seized the opportunity to implement a cunning plan—all his substitutions were one-way until he had all his players on the ice together. Nothing daunted the sergeants retaliated in kind and the game ended in a free-for-all.

After the game the teams repaired to the sergeants' mess and for the first time in over twenty-four hours broke training.

The three-star selection for the game was Sgt. Sargent. He moved so quickly there might easily have been three of him.

Subsequently the senior N.C.O.'s team played against the Cor-

porals, but at press time no details had been received. The next issue will carry a write-up of this epic struggle, together with such pictures as are available.



This trophy case hangs in the vestibule of Winnipeg's administration building, and contains cups and trophies won by station and section teams and individuals during 1955. They will all be contested again this year, and we are hoping not only to retain the ones we have, but to add to their number as the sports season progresses.



F/O MacBeth defends stoutly as Sgt.'s Dymlochuk and Dick threaten the officers' goal. F/L's Wannamaker and Douglas are squeezed out in the attack.



S/L Boby (centre) ends up on his back in rushing to the assistance of the hard-pressed MacBeth. Sgt.'s Sargent and Dymlochuk wait for an opening, whilst F/L Wannamaker practices golf strokes in the background.



MacBeth in trouble again, as Sgt.'s Winkler and Sargent outpace the officers, and Sargent prepares to fire in a hot one.



Melee in the goalmouth with MacBeth and Dymlochuk in a huddle on the ice, watched by Wannamaker and Dennis.

THE EDITOR SPEAKING

(Continued from page 2)

1954 sufficiently to prove that it is still a power in the land, still the leading ballet company in Canada. Winnipeg may well be proud of the contribution being made to the culture of Canada by this most talented group of artists.

5502 (LR)

(Continued from page 28)

Plot and the screen nav are if not lost at least badly confused. Suddenly the pilot emits a joyous shout.

Pilot: "I can see a tower in front. I think it's the CBW tower."

Terry Briley: "It can't be, sir. My plot says we're over Lac du Bonnet."

DDD: "Looks queer to me. There's no pole like that around Winnipeg."

(At this moment the engines cough, splutter and die. The pilot decides to force-land near the tower.)

Scene III

The Expeditor is a smoking wreck, but the crew is safe. They push on through the snow towards the huge tower they saw from the air. They reach it and peer at the notice on it, which reads, "This is the North Pole and I found it. Amundsen." No one speaks for a moment, then DDD speaks. DDD: "Where's Briley? I'll scribble all over his P.T. 4!"

The cast turns to look for Briley, and him walking away in a state of confusion with Marilyn Monroe on one arm and Venus on the other.

Epilogue

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LIBRARY CORNER

(Continued from page 31)

just what they are saying and doing—as in most fictional tales.

It is of interest to note that Hollywood has recently filmed this story, starring Gregory Peck as Tom Rath

* * *

CHILDREN'S SECTION

A new feature in the Library has been the introduction of a Children's Section.

We welcome your children to use this service and, although new additions to this department are made from time to time, the Station Library Committee would appreciate donations of any books, in good condition, that are suitable for children of all ages. Donations to be left at the Station Library or VOXAIR Office in the Drill Hall.

EXERCISE "PUSH BUTTON"

(Continued from page 9)

the two services took part in the exercise. The four RCAF para-rescue airmen, all stationed at RCAF Station Winnipeg, were: Sergeant L. W. Dawson, 32, of Ottawa; Corporal D. W. Kischel, 28, of Waterford, Ontario; Corporal E. A. Hickling, 26, of West Kildonan, Manitoba; and Leading Aircraftsman E. A. Thompson, of Winnipeg.

Squadron Leader J. S. Young, Chief Operations Officer at the Winnipeg Rescue and Co-ordination Centre, was in charge of the operation. His deputy was Major M. V. Fredrickson, USAF, of the 44th Air Rescue Squadron. Flight Lieutenant J. P. Fortin, Senior Flying Control Officer at the Winnipeg Rescue Centre, was searchmaster.

The exercise was designed to give

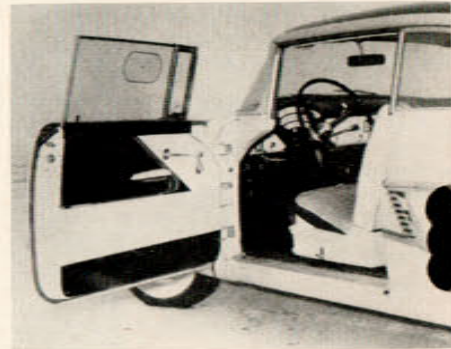
members of both rescue units valuable knowledge of each other's procedures and equipment. This knowledge will contribute to the speed and efficiency of future search, similar to the one in which three American jet flyers were rescued following the crash of their B-47 jet bomber north of The Pas in February, 1955.

AUTOMOBILES

(Continued from page 21)

of stopping dead just when needed most on a hard acceleration. Again, provided that the rear seat passengers are not above average height, there shouldn't be any squawks about the comfort provided.

Being sportscar enthusiast by nature and breeding, we normally dislike the driving qualities of Detroit's mammoths,



but to show that there is possibly a little leeway for reason in our upper story, we don't feel this way in the case of this car. In our humble opinion, this machine has the best handling features of any family car in Canada—it actually feels quite safe! Town handling is easy, despite the size, and the power steering makes the steering very light and positive, even if there are too many turns lock to lock. The brakes are excellent at all speeds; of

course, we didn't take the car on a racing track, which would no doubt be a very different tale, but for normal driving they show no vices. Under hard applications from speed there was no fade and very little pitch from the nose, and the pedal pressure required for all stops was not excessive.

In spite of very icy roads, which at the best of times are anything but smooth, we really slammed this car through its paces and got remarkably good overall impressions. Cruising at a steady 90 was comfortable and required little concentration. What's more,

GENERAL

Wheelbase—119"
Length—206"
Width—76"
Height—58.8"
Steering turns—4½
Turning circle—43.2 ft.

ENGINE

ohv V-8 of 312 cu. in.
Bore and stroke—3.80 x 3.44
Max. torque—317lb/ft. @ 2600.
Shipping weight—3690 lbs.
Rear axle ratio—3.15
C.R.—8.4:1
Carburetion—4 barrel
Max. B.H.P.—225 @ 4600

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Power steering 99.48
Air conditioner 86.10
Small items 80.00

bumps, potholes, and the like were met with virtually no float—the softer shocks show no ill effects. On corners the car heeled, though not to excess. All round we'd commit ourselves to saying that this car will get you into the minimum of trouble due to mis-handling and over-driving. It is by no stretch of the imagination a sports-car to drive, but where the average family chariot leaves very much to be desired on the road, the Big M shows up well. Fuel consumption for general driving worked out near 19 m.p.g. While accelerating through low and drive we noted that the time to 60 could be cut two seconds if a combination of both ratios was used. The figures we got were 11 and 13 seconds respectively. Acceleration from 30 to 50 took 4½ seconds and 50 to 80 a flat 2 seconds; figures like that are plainly adequate for any normal driving. One thing we liked about the driving qualities of the Mercury was the solid feel given the driver on the road; psychological reassurance is a pleasant added virtue.

If you want a car in the medium price field, and a domestic product to boot, the best all-round buy for our money would be the Mercury—preferably a Montclair if you can afford it.

Isn't It Funny?

When the other fellow takes a long time to do something, he's slow. But when I take a long time to do something, I'm thorough.

When the other fellow doesn't do it, he's too lazy. But when I don't do it, I'm too busy.

When the other fellow goes ahead and does something without being told, he's over-stepping his bounds. But when I go ahead and do something without being told, that's initiative.

When the other fellow states his

side of the question strongly, he's bull-headed. But when I state my side of the question strongly, I'm being firm.

When the other fellow does something that pleases the boss, he's polishing the brass. But when I do something that pleases the boss, that's co-operation.

When the other fellow gets ahead, he's sure had the lucky breaks. But when I manage to get ahead I came up the hard way through ambition and hard work!

Funny isn't it—or is it?

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CLUB NOTES

(Continued from page 24)

MODEL TRAIN CLUB

First meeting held recently, but more members needed before real progress can be made. LAC Ratcliffe is handling things here, and he may be contacted at 511.

* * *

Any Volunteers?

We need someone to collect and edit this entertainment and recreation news. Things are really buzzin' 'round the station right now, and we think this page is going places. Anyone interested in taking on this chore should contact the Editor at 216 as soon as possible.

And, incidentally, if your club or group news doesn't appear, why not get in there and write it for us?

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