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AN AIRFORCE NEWSMAGAZINE

MAY 4, 1956



COMPLIMENTARY

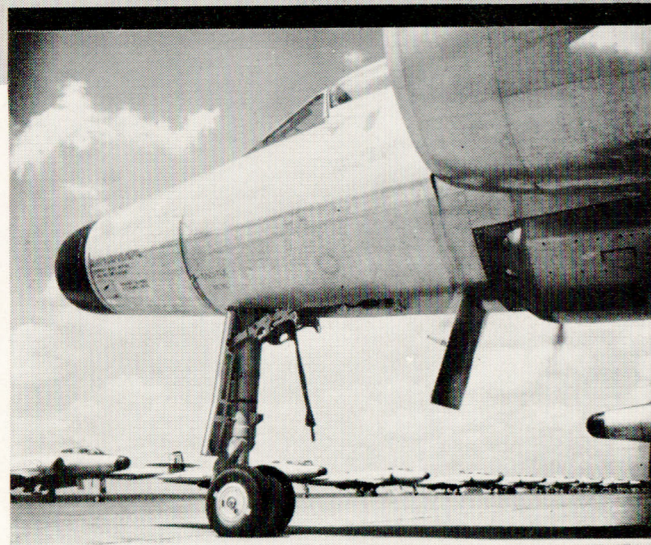
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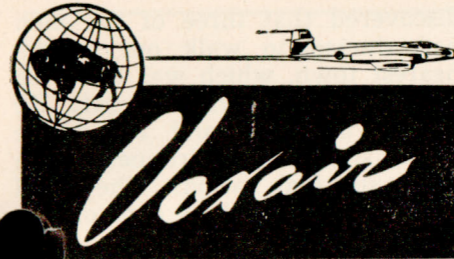
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Honorary Editor-in-Chief W/C F. GAFFNEY
Production Director S/L J. F. CORRIGAN

EDITOR-IN-CHIEF
F/O ROBERT GENNO

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

CONTENTS

VOL. 5, NO. 6.

MAY 4, 1956

	Page		Page
111 C and R Flight	2	Directory of Station Recreation Groups	19
The World's Northernmost Curling Club	4	Voxair Vixen	21
Roberta Maunders' Library Corner	6	Sports	22
Personality Sgt. Gordie Rowe	7	Cover Story	25
World News	9	Chaplain's Page	26
Technical News	12	Current Affairs	28
Debut of Lockheed "Starfighter"	14	Graduating Class 5504 (AI)	30
Judgment—Prime Factor in Safety	16	Graduating Class 5504 (LR)	31
Entertainment and Recreation	18	Letters to the Editors	33
		Introducing Villegas	35

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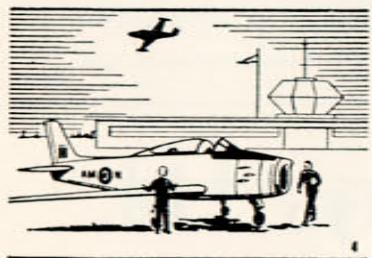
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111 C & R FLIGHT

By F/O NORM McMILLAN

ON Saturday, March 31, an Anson took off from Red Sucker Lake, Ontario, on a 200-mile flight to Riverton, Manitoba, with seven men on board. Bad weather and a shortage of fuel forced the pilot to land on a lake 70 miles north-east of Riverton. Winnipeg operations were notified on Wednesday, and a search was organized, during which F/O Ed McNarry did a track crawl with no success. F/L Harold Wannamaker and crew headed north in the evening for a night search, a Flight Cadet spotter saw a fire and red flares, and, on investigating, they found the downed aircraft.

Morse code signals sent from the ground with a flashlight told that all were safe. The Radio officer on board the search Dakota signalled Winnipeg, and F/O MacBeth took off with supplies. F/L Wannamaker circled the downed aircraft until F/O MacBeth arrived, and two cases of five-in-one survival rations were dropped to the stranded fishermen.

The next day, Thursday, F/O McNarry returned to the scene and

discovered that three of the men had started to walk out to the nearest town, which was about 35 miles from the downed aircraft. He started a search and found the three strays and dropped them some survival rations. They had started out with three cans of sardines to walk the 35 miles!

That afternoon, aircraft from the fisheries company where the men worked flew in and picked up all seven survivors. This was a search with a happy ending.

The following week the Northern Line Fish Company were having their annual Fish Fry at the Eagles Hall in Winnipeg. The officers and men of 111 C & R Flight were invited. Those of us who went had a wonderful time and met some of the men who had been on board the downed Anson. We also gorged ourselves on delicious smoked sturgeon, whitefish and goldeye.

Thanks, fishermen; Get lost any time. We'll come out and find you!

Chutist Plans 85,000-Foot Free Fall

WASHINGTON — A young officer plans to make a 19-mile parachute jump next fall from the highest altitude ever reached by man. The Air Force disclosed that the flight and descent through the upper atmosphere would be made by Lieut. Henry P. Nielson, 31 years old, a native of Staten Island, N.Y. He already holds one record as a "spaceman".



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Doing unto others as you would have others do unto you is an opportunity offered every highway user many times each day. Only boorish drivers countering heavy pedestrian traffic swear at it as though pedestrians have no right crossing the streets. Conversely, it is most bad tempered for pedestrians to pour their abuse on drivers. Many pedestrians are drivers who have parked their cars and all drivers are pedestrians who are riding.

Emily Post's "Motor Manners."



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THE WORLD'S NORTHERNMOST CURLING CLUB

Located at the RCAF's northern base at Resolute Bay, 900 miles from the North Pole, the rink was built by airmen from two old Nissen huts. With a curling season of about nine months, the airmen at Resolute will still be curling when the rest of us are busy with our summer sports.

by Cpl. Darrell Eagles

WHEN most Canadian sportsmen are settling into a balmy summer of baseball and swimming, the RCAF boys at Resolute Bay, N.W.T., will still be sweeping away on the world's northernmost curling rink, about 2,200 miles north of Montreal. Boasting the longest curling season anywhere on natural ice, the stane and besom enthusiasts will be able to curl nine months of the year at this Arctic weather station, just 900 miles from the Pole.

Members of this unique curling club have enthusiasm too, which is very helpful, since the rink is situated in an unheated canvas quonset hut in which the temperature is practically the same as outdoors. To cope with the cold, which has dropped as low as 46 degrees below zero during a game, the standard curling costume usually consists of heavily-lined parka, windpants and flying boots.



... the standard curling costume usually consists of a heavily-lined parka, wind pants and flying boots ...

There were only two experienced curlers on hand when the rink was started in December, 1955—Cpl. D. Brien, of Calgary, and Cpl. B. McQuarrie, of Cold Lake. This didn't prove to be a deterrent, however, and "Skip" Brien maintains that there are now several up and coming curlers at Resolute.

The schedule calls for play every night, and two games every second night. Only one game has been cancelled so far, and that was because weather conditions made it too dangerous to try to find the curling rink, although only 250 feet away. An 85-mile-an-hour wind driving snow through the 17 below zero air had resulted in zero zero visibility and a paralyzing chill factor. Travel outdoors was reduced to only essential checks of power and heating plants across the road from the main building, and only then when guided by hand-lines could they venture out.

When the idea was conceived to establish the Scottish pastime in the Arctic Circle everyone enthusiastically pitched in to start the rink. Even from as far south as Montreal came a donation of curling rocks from Canadair and the scoreboard

from the Macdonald Tobacco Company.

In all the preparations one very essential item was forgotten—the curling rule book—and so disputes concerning rules and measurements had to be settled by referring to the Encyclopaedia Britannica.

Cpl. J. Arsenault and LAC P. Sullivan, Air Force fire fighters on the station, patiently sprayed water over the bare gravel floor of the hut and painstakingly built up a smooth surface in the eighteen-foot shorter than regulation rink. This was a difficult task, since the extremely low temperatures caused the ice to heave unevenly if the water was not applied properly. An advantage of the low temperatures, however, is that the surface condition of the ice is more stable than that of normal indoor rinks.

The final step, an overall application of white paint and the finishing of colorful markings completed the job and the boys were ready to step into the hack.

Of the two monthly bonspiels that have been held so far, "Skip" (Continued on page 33)



—RCAF Photo.

The RCAF's curling rink at the Air Force base at Resolute Bay, 900 miles from the North Pole, and 2,200 miles north of Montreal, boasts a nine-month curling season. Here some of the Air Force curling enthusiasts prepare for a game in sub-zero temperatures.

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The Bristol organization in Canada is pleased to announce that as part of a group re-organization, its Winnipeg company, formerly MacDonald Bros. Aircraft Limited, will now be known as Bristol Aircraft (Western) Limited.

The company is engaged in the modification of R.C.A.F. B-25 Mitchells and the converting of CF-100 interceptors into 2-seater trainers. On the manufacturing side, the company has specialized in jet engine components including a variety of parts for the "Orenda". Production has commenced on engine nacelles and other components for the R.C.N.'s CS2F-1 Grumman. The plant will continue under licence, the manufacture of Edo floats.

The 250,000 sq. ft. area has been increased to 350,000 sq. ft. during the past year. Buildings have been modernized and considerable new heavy equipment has been installed to prepare the plant for its future role in aircraft manufacture.



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A word of greeting to the new members of the station. We have a very good selection of books, magazines and newspapers to choose from for your reading pleasure, so pay a visit to the Library and enjoy a few hours of pleasant reading or studying.

Fiction

- The Bulls of Parral
Marguerite Steen
The Cruiser Warren Tute
Doctor at Large Richard Gordon
How Green Was My Valley
Richard Llewellyn
Maybe I'm Dead Joe Klass
More Guys and Dolls
Damon Runyon
The Moonstone Wilkie Collins
Cashmir of the R.C.A.F.
Stan Obodiac

Non-Fiction

- Arctic Assignment F. S. Farrar
The Art of Clear Thinking
Rudolf Flesch
The Art of Plain Talk
Rudolf Flesch
Man's Emerging Mind
N. J. Berrill
The Complete Plain Words
Sir Ernest Gowers
Civilization on Trial
Arnold Toynbee
The Call to Honour 1940-1942
General de Gaulle
Democracy in World Politics
Lester Pearson
How to Win Friends
and Influence People
Dale Carnegie
Canada Coast to Coast
Nicholas Monsarrat
The World Almanac
New York Telegram
The Best of Norris
Leonard Norris
It All Started With Europa
Richard Armour
The Observer's Book
of Aircraft 1956
The World's Fighting Planes
William Green and
Gerald Pollinger

BOOK REVIEW

Bugles and a Tiger

John Masters

"Bugles and a Tiger" is India the day before yesterday.

John Masters, whose fast moving fiction (five admirable and best-selling novels) has roamed from post World War II days back to the seventeenth century, plunges into non-fiction with the same vigour to show India just before she gained independence. This he does in a portrait partly autobiographical and partly biographical of the British ruling system, the Indian army, especially the Nepalese Gurkas of the latter. It is partly sentimental but at the same time as hard as nails.

In 1935, as a young subaltern, Masters had his first taste of an army career, while leading his command platoon on the bleak wintery plateaus of Waziristan. India's (now Pakistan's) north-west frontier was embroiled then as now, in one of the interminable campaigns by which established governments have long tried to convert the wild free Pathan tribesmen into docile citizens. After this initiation, which leads him to recall his tough fast-lived days at Sandhurst, Masters is transferred to the 4th Prince of Wales Own Gurkas Rifles. It is his service with this romantic unit that makes up the greater part of his story. The book ends as the storm clouds of World War II loom on the horizon.

John Masters, born in Calcutta, educated in England, was the fifth generation of his family to serve in India. At the end of the war he was a Brigadier in Wingate's famed Chindits. Mr. Masters obviously has a sharp retentive memory. It summons up in tactile pungent detail all the colour, the comradeship, of prewar India and portrays an enduring picture of the brave single-minded Gurka rifleman.

Do any of our readers have any pocket books at home which they have no further use for? It would be appreciated if they were donated to the Library.

Gordon Lloyd Rowe first became interested in music at the tender age of ten, when he and his brother both started to take lessons on the cornet. For a short time their musical careers ran parallel, but ultimately, because their tastes differed, their paths diverged and Gordie switched from cornet to trumpet, from trumpet to mellophone, and finally to french horn. His elder brother stayed with the trumpet, and is now active in the dance band field in Ontario, where he makes regular appearances on radio and T.V.

Gordie states quite frankly that he doesn't like dance music very much, although he has a great admiration for accomplished performers in that field, as witness his admiration for an old school friend, Murray McEachern, the well-known Canadian trombone player, who became one of the pre-war Benny Goodman orchestra. He loves the classics, and thinks the french horn is the greatest instrument ever invented.

Starting with the school orchestra in his native Toronto, Gordon, the youngest of five children, left music for a short time on leaving school to work with a delivery service, but in 1942 he joined the Air Force as a bandsman, and was one of 250 musicians who congregated at the Ottawa manning pool for bandsmen, awaiting postings as thirty-piece units to RCAF stations throughout the world.

His first stint was with the station band at Halifax, but he was soon transferred overseas with the No. 6 Bomber Group band under W.O. C. O. Hunt (now F/L Hunt, bandmaster of the Training Command band at Trenton). He has many pleasant memories of his overseas service; he played before King George VI and Queen Elizabeth during a Royal Tour of No. 6 Bomber group, and he had the opportunity to play on the BBC's "In Town Tonight" programme, when one of his fellow-performers was American film star, Jeanne Crain.

At the end of the war Sgt. Rowe left the service, but was out for only two months. Re-enlisting, he

Personality

SGT. G. L. ROWE



became a member of the newly-formed training command band under his old boss, F/L Hunt. During his period with it the band made the first overseas post-war tour by a service band from this country, playing in Germany, France, Switzerland, Belgium and the United Kingdom.

Gordie came to Winnipeg in 1954 to form a trumpet and drum band. The band in this form lasted for one year, until it was reformed as a brass and reed, something much more to Sgt. Rowe's liking.

He is a modest person and takes no credit for the success of the station band over the past year. But he will talk for hours about "the lads," as he calls his musicians. He will tell anyone who'll listen that they deserve a lot of credit for the enthusiasm and loyalty they have shown in giving up so much of their time to practices and to playing, for the sheer pleasure of making music.

When we asked him if he has any preference for any one famous musician the answer came back as quick as a wink, "Sir Thomas Beecham, without a doubt the best." As for french horn players

—well, he found it hard to choose between England's Dennis Brain and the American Arthur Burv, but he was quite emphatic about Raphael Mendez being his favourite trumpeter.

Gordie wishes there were more part-time musicians in the service. "They would be able to help out the permanent bands quite a lot," he maintains. We asked him whether his two children would be encouraged to follow in father's footsteps. He was again most emphatic. "No," he insists. "Although Ronnie is learning the french horn, I don't want my children to become professional musicians. It's too tough a business."

His ambitions are, firstly, to follow up the band's success in the Manitoba Music Festival by winning the Moose Jaw festival at the end of May; and, secondly, to see the station the proud possessor of a 40 or 50-piece brass and reed band. "And," he maintains, "with a bit of luck in 'postings in' we could have the best station band in Canada."

Sgt. Rowe has done, and is doing, a tremendous job for the station, and we wish him every success.



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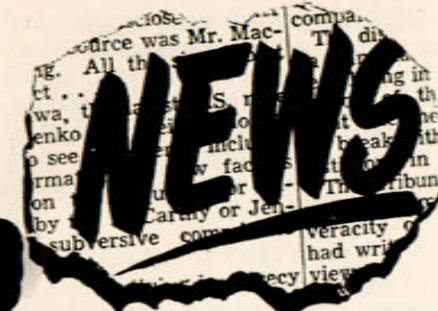
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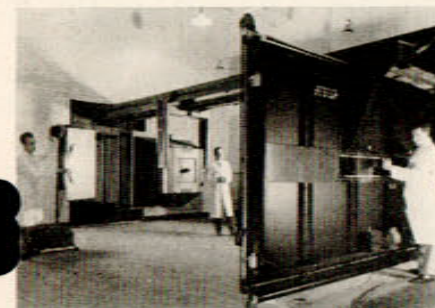
WINNIPEG, MANITOBA



Edited by F/O SANDY IONSON

New Template Camera

The new Robertson template camera is the largest of its type in Canada, and is equipped with the largest copy board ever made. The camera can accommodate glass negatives up to 40 by 48 inches and,



through projection, photo templates as large as 16 by six feet can be made. Plans are copied on to the glass, then projected to sensitized metal plates that are held to the copy board by vacuum. Despite their size, all units can be easily moved through a system of electric motors and gears. At left an operator adjusts one of the arc lamps used to illuminate the work on the copy board, while the operator at right adjusts the vacuum controls. The third operator is taking the picture.

Will Examine Dew Contracts

OTTAWA — Prime Minister St. Laurent agreed to make inquiries as to whether the government has received any complaints that Canadian sovereignty is being disregarded in construction of the DEW (Distant Warning) radar line in the Canadian Arctic. However, he told the Commons in reply to a question by John Diefenbaker (PC-Prince Albert) that no such complaints had as yet come to his attention.

Defence Research Lab Moving To Kingston

OTTAWA — The "gradual" shift of the staff and equipment of the Defence Research Board's Chemical Laboratories from Shirley Bay involved the construction of a new building for it at Kingston, Voxair was recently informed. Explanation at DRB headquarters of the shift was that it was necessary to provide accommodation for a planned consolidation of its electronics research division.

Chief RCAF Centre Is In Quebec Cellar

MONTREAL — An innocent-looking red brick building in nearby St. Hubert is the heart of Canada's air defence system. In the basement of the building — headquarters of the RCAF Air Defence Command is the combat operations centre. Movements of every aircraft in Canadian skies are reported to the centre. From there could go the word to detect, identify, intercept or destroy. Teletypes flash test code messages each day to make sure that the warning system is functioning properly. On the desk of Air Vice-Marshal L. E. Wray, chief of the command, is a telephone putting him within 60 seconds speaking time of the United States Air Force's command headquarters at Colorado Springs. The Canadian and American systems are geared to work in unison to provide an interceptor force against an attack.

Even New RCAF 'Dog Tag' To be Modelled at Show

MOOSE JAW — A new model added to the list of 24 enlisted for the recent 'Doorway to Fashion' spring style show at the RCAF Station, was Flying Officer R. I. Scholes, station public relations officer and master-of-ceremonies for the show. He modelled a new RCAF 'dog tag,' first to be issued since World War II. During the war servicemen were required to wear fibre discs bearing name and number, for identification purposes. Personnel of the station here received similar discs, made of metal. The new discs were accompanied by a chain for wearing around the neck. String was issued with the old ones.

Offer to Train Technical Staffs

TORONTO — Radio Electronic Television Schools offered the facilities of their 10 schools across Canada free of special fees for training of technicians and engineers during the daytime. In a letter to Air Marshal F. R. Miller, in which the school cited the shortage of technicians in this country, they offered "to train such personnel as you might wish at the actual cost of the time, plus whatever profit your exist-supplies and additional instructors' ing practice may permit on these supplementary costs."



CANADAIR ENTERTAINS STAFF COLLEGE

Seventy officers of the RCAF, the Canadian Navy and the United States Air Force and the Canadian civil service who make up the faculty and student body of the RCAF staff College at Toronto were guests recently of Canadair Limited at Montreal, and toured the company's big aircraft plants. Here (left) is the college commandant, Air Commodore K. L. B. Hodson, with Dean Stowell, assistant to Canadair's president, with visitors at a point on the F-86 Sabre assembly line.

AMERICAN BEAUTY MARY JANE MANGLER



H.R.H. PRINCESS MARGARET RECEIVES FLOWERS



Princess Margaret gets a bouquet from Rosemary Bondfield, 15, of Twickenham, London, as she attended a party in aid of the St. John Ambulance Brigade at the Cafe de Paris in London, March 8. Rosemary is a cadet in the Twickenham Cadet Nursing Division and has been awarded a special service shield for 200-hours of voluntary duty. The Princess is Commandant-in-Chief of the Ambulance and Nursing Cadets. Looking on is Lady Mountbatten, who is Superintendent-in-Chief of the Ambulance Brigade.

OFFICERS' WIVES CLUB COFFEE PARTY



Visitors were received by Mrs. F. Gaffney, Mrs. G. F. Jacobsen, and Mrs. W. H. Spafford (Convenor).

We were fortunate enough to obtain the services of the RCAF band from the station, and it was a delight to see people's faces as the familiar Air Force March Past sounded throughout the store. The band played light music, which added greatly to the atmosphere.

All the members of the club baked at least three items—some of which were used on the coffee table. The remainder were put on the home baking table and were a great success.



AND THE BAND PLAYED ON

Music and coffee were the main attractions at the Officers' Wives coffee party, and F/O Eaton and Mrs. Davy were two of the pourers.

ON Friday, April 13, the Officers' Wives Club, RCAF Station Winnipeg, organized a highly-successful coffee party in Beaver Hall at the Hudson's Bay Company store.

The club supports a little Indian boy, through the Unitarian Services, and a large part of the proceeds of the coffee party will be spent for this purpose. There are several other charities which are also helped from time to time.

Mrs. W. H. Spafford was the general convener, and it says much for her abilities that there was not a single hitch.

Lots of distant friends co-operated and sent parcels, containing goods valued at about a quarter, which were sold unopened for a quarter. The lure of different postmarks and stamps proved too much for most of those present, and the table emptied very quickly.

The centre piece of spring flowers was raffled and the winner, Mrs. E. Brewer, very kindly presented it to one of our girls who is sick in hospital.

The hall was decorated with dark blue silhouettes of aircraft and telling cartoons of an Air Force character. On the centre pillars twelve parachutes were suspended, from which swung twelve paper men, and over the stage was a huge replica of the RCAF wings.

Receiving at the door were Mrs. G. F. Jacobsen, the Commanding Officer's wife; Mrs. F. Gaffney, President of the club; and Mrs. W. H. Spafford.

About 1,500 invitations were sent out and a great many people turned out to help us with our effort.

The party was enjoyed by all who attended, and we feel that it was a very good advertisement for the RCAF.

Canadian Forces Can Be Glamorous

TORONTO—She was small, extremely attractive and a natural blonde. She said: "I think the American Army is the most glamorous thing in the world, but—and I'm sorry—I think the Canadian Army is a bunch of clots." She was hardly fair, of course. But this was a girl who had lived most of her life in the shadow of one of Canada's biggest army garrisons. Her knowledge of the Canadian Army stemmed from one unfortunate experience. Yet, in a few descriptive words, she had summed up one of the greatest weaknesses of the Canadian Armed Forces. A simple solution for the ignorance of this young woman, and her millions of fellow-Canadians, could well be the aspirin needed for a major headache of Canadian politicians and high-ranking officers of the armed forces. The headache is the problem of raising the necessary military manpower for the defense of Canada. The aspirin is salesmanship. A few mass displays, the public exhibition of some of the many traditions of the Canadian Army, might easily result in booming business at recruiting offices across the country. Color—military bands and masses of marching men—is badly needed for Canada's drab military landscape.

Canada Plans Building Own Air Missiles

OTTAWA — Air-to-air guided missiles used by Canadian armed forces will be produced in Canada, Defence Production Minister Howe said recently. He said this does not mean Canada will go into the whole field of guided missiles. "That's a pretty expensive proposition." But facilities were available in Canada now to go ahead with production when choice of a missile is made. He was commenting to a reporter on statements contained in the Defence Production Department's annual report for 1955, tabled recently in the Commons. The report said that as a result of work on "Velvet Glove," a Canadian-developed air-to-air guided missile, "valuable experience has been gained by the Government, its contractors and by service evaluation teams." Preliminary work has started on production in Canada of an American-developed air-to-air guided missile for the RCAF. The over-all project will be under direction of A. V. Roe (Canada) Ltd., of Malton, Ont. Canadair Ltd. of Montreal will make the missile frame and Canadian Westinghouse Co. Ltd. of Hamilton will manufacture the electronic gear which is the missile's guidance system.



Canadian airmen at Metz, France, have solved the problem of clearing ice off Sabre jets during the cold weather. The ice-coated Sabre is slowly taxied between the tails of two other jets and the heat from the exhausts quickly melts the ice.

Ottawa's DRB Men Producing 'Wireless' Sets That Are Wireless

OTTAWA—Your wireless may soon be that—wireless. The tangled masses of circuit wires, buried in the guts of conventional electronic equipment is beginning to be replaced by simple tracks of copper traced across a single card of plastic. These "printed circuits,"



I said, "The ceiling's low, so I came home by road!"

already sneaking into the commercial market, are produced by a photographic engraving process which leaves neat paths of conducting copper etched on the surface of the fibreglass. The circuits can be mass produced by a silk-screen process. The Defence Research Board, aware of the tremendous dependence of the armed forces on electronics services, has been producing printed circuits for their compactness, adaptability to miniature electronics units, and extreme simplicity.



The Rheingolds, father and son, from Winnipeg, who after their appearance in the recent March of Dimes show at the station went on to win new fame in the CBC-TV production "Pick the Stars."

Sarah Has Eyes and Ears

MONTREAL—Sarah is one of those amazing electronic triumphs, tiny, compact, self-contained, rugged. It is small enough to fit into a pilot's jacket pocket and it weighs only 3.5 pounds. Yet it may, through its adoption by the RCAF, have a tremendous effect on air search and rescue in Canada, involving scores of aircraft, millions of dollars and, best of all, more lives saved. SARAH is a British-produced search-and-rescue-and-homing beacon. Several air forces already use it; no one needs such a device more than Canada. Search aircraft must carry matching airborne sets, which weigh 12 pounds.

British Armed Forces Given Increase in Pay

LONDON—The British Government has boosted the pay of its armed forces in a move aimed at recreating its pre-war professional fighting forces. If it can achieve this it will seek to abolish peacetime conscription in two or three years. However, precise pay and pension increases will depend on grade, length of service, military skills and so forth and the 465,500 regulars and the 17,400 women specialists who wear the Queen's uniform will therefore net proportionately more than will the 289,100 two-year National Servicemen.

2½-Hour Warning By Dew

OTTAWA—Dr. William Petrie, chief of the Operational Research Group of the Defence Research Board, also says this time would be cut to 6 minutes in the event of the development of inter-continental ballistic missiles with speeds of 14,000 miles an hour. Writing in "Physics Today," published by the Canadian Association of Physicists, he said even if such a missile could be detected at the DEW line "our warning at the latitude of Ottawa would only be of the order of 6 minutes, very little time in which to take effective action."

Politics vs. Security

WASHINGTON — According to an official report that has been presented to the National Security Council, the Soviet Union is now overtaking the United States in the air-atomic weapons race. As of now, by this report's estimate, the frequently mentioned "American lead" may be expected to become a Soviet lead in the period 1960-1965. The basis of this estimate is the expectation that in 1960-65, the Soviets will enjoy a decided superiority in intercontinental ballistic missiles. The report that the National Security Council now has before it also includes recommendations for reversing this unfavorable trend in the Soviet-American balance of power. But these recommendations will be difficult, if not impossible, to implement without upsetting the Administration's present budgetary and fiscal plans.



GERMAN 707

In the markings of LUFTHANSA German Airlines, this artist's drawing shows the new Boeing 707 jet Intercontinental as it will appear when it goes into service in 1960. LUFTHANSA has announced its intention to purchase four of the jet airliners. The new jet will cut scheduled New York-to-Hamburg flight time to six hours and 45 minutes. Boeing has been flying its 707 prototype for 21 months in an extensive testing program. The LUFTHANSA contract will bring to eight the number of airlines buying 707's, and the number of airplanes ordered to 88.

119'S ON CANADIAN AIRLIFT

C-119 Flying Boxcars participated in April in the largest spring airlift undertaken by the Royal Canadian Air Force to date when supplies were hauled into jointly-operated Canadian-American Arctic weather stations.

The RCAF's Air Transport Command Headquarters reports that the lift which began on April 11 will see more than 1,250,000 pounds of food, fuel, and equipment air-transported from Resolute Bay on Cornwallis Island to five northern weather stations. The four Flying Boxcars taking part are attached to the RCAF's 435 Transport Squadron based at Namao, near Edmonton, Alberta.

U.S. Air Force planes from Thule, Greenland, joined forces with the Canadian aircraft in re-supplying Alert and Eureka, two of the most northerly weather sites located on Ellesmere Island.

In addition to this commitment, 435 Squadron carried supplies and personnel into Isachsen, on Ellef Ringnes Island; Mould Bay, on

Prince Patrick; and Sacks Harbour, on Banks Island.

With almost 24 hours of daylight to facilitate round-the-clock flying, the Canadian C-119's were expected to complete their big airlift in about three weeks, although the entire operation's timetable was dependent upon northern weather conditions.

The bulk of the supplies at Resolute Bay are taken into the Arctic by ship during the short northern summer, and weather sites are supplied by Royal Canadian Air Force airlift in fall and spring operations. Periodic air-drops also are made throughout the winter months, during the Christmas season, and in emergencies.

Included among the cargo items airlifted by the 435 Squadron last month were prefabricated buildings, fuel and lubricants, helium for weather observation balloons, heavy equipment, and both fresh and frozen foods. The Flying Boxcars also airlifted exchange personnel for the weather stations.

TECHNICAL NEWS

Edited by
F/O STU PARMALEE

Bristol Helicopter at Mexico's Aeronautical Federation

After a 2,300 miles ferry flight from Winnipeg, a Bristol helicopter began on 7th February a programme of flight demonstrations at a meeting of the International Aeronautical Federation in Mexico City. The aircraft's demonstrations were observed by officials of the Ministry of Communications, high-ranking officers of the armed forces and executives of civil aviation bodies.

Bristol Olympus Turbojet Rated at 12,000 lb. Thrust

A new mark of the Bristol Olympus turbojet, the BO1.11, is now in production and is approved for service at 12,000 lb. thrust. This approval, Bristol announced on 3rd February, has been granted by the Ministry of Supply following the successful completion of a 150-hours Type Test.

The BO1.11 was the engine installed in the English Electric Canberra bomber which set up last

August a new height record (Class C-Aeroplanes) by climbing to 65,890 ft (20,083 metres), thus exceeding by over 2,000 ft. the previous record which it had established in 1953.

BO1.11 Leading Particulars

No. of combustion chambers: 10.
Axial flow compressors.
Overall length: 156.2 in. (396.7 cm).
Diameter: 40 in. (101.5 cm).
Sea level static thrust: 12,000 lbs.

Air to Ground TV Transmission by Sycamore: Scotland Yard and Army Interest

During a recent air-to-ground TV transmission by a Bristol Sycamore helicopter, shipping and dock installations at Avonmouth, near Bristol, could be clearly seen by ground observers watching a monitor screen several miles away. The transmission was arranged in collaboration with Pye Limited, of Cambridge, as a special demonstration for senior Scotland Yard representatives and high-ranking Army officers.

To facilitate rapid loading and unloading, the Pye camera and transmitting equipment, weighing 100 lb., were mounted on a stretcher normally carried when the aircraft is engaged on ambulance duties.

British Announce New Air Engines

LONDON—In Britain, Sir Thomas Sopwith, chairman of the Hawker Siddeley Group of aviation companies, said the Avro Aircraft Company is engaged on research and development in connection with a "revolutionary new aircraft design concept." In the financial year ending July 31, 1955, the Hawker Siddeley Group expanded its scientific and technical teams and placed "particular emphasis" on its rocket motor division. "We are now in the age of electronics and nuclear power," Sir Thomas said, and "vast sums of money" will inevitably have to be spent in applying scientific knowledge to commercial projects.

Bristol Sycamore in Sea Rescue Operation

A Bristol Sycamore of the RAF took part recently in what is believed to have been the biggest rescue operation of its kind when,



with two Royal Naval helicopters, it helped to take off 41 members of the crew of a Norwegian ship aground off the Scottish coast. In winds of 35-40 knots, amid spray rising to 100 ft., the men were taken off two at a time by winch.

BOAC Britannias in Intensive Drive: 400 Hours' Flying Since Delivery

Since British Overseas Airways Corporation took delivery of its first two Britannias at the turn of the year, the aircraft have been engaged on crew training duties at an unprecedentedly high rate of utilization.

Serviceability of the aircraft has also been excellent despite the heavy flying programme, during which the Britannias have each averaged one landing for every half-hour in the air. Particularly satisfactory has been the performance of the Proteus turboprop engines under these unusually arduous conditions.

Electrical Power for the Modern Airliner: Each Plane Carries Enough Power to Supply a Street

One of the services which designers have to build into large modern airliners is a vast supply

of electrical power—sufficient, in fact, to provide heat and light to a street of houses. This power runs all the aircraft services—the controls, anti-icing equipment, starters, electric lighting, etc.

In the case of the Britannia, power is supplied by four alternators—one on each Proteus engine. Each alternator measures only 12" long and 12" in diameter, and weighs only 60 lb.; yet the four together develop a total of 128 KW. If necessary, one alternator alone can operate all vital services.

The alternators operate at high voltages and at high frequency so that they are able to impart a very high rate of acceleration to the small electric actuator motors which operate the Britannia's flaps and control surfaces.

Other facts about the Britannia's alternators are:

The alternators are driven at about 10,000 rpm and each requires 40 horsepower to drive it at maximum output.

Each alternator has to be cooled by air from the engine's air intake. The heat carried away from the alternator would be sufficient to heat a house of average size.

An alternator needed to provide a ship with comparable power would weigh about a ton.

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DEBUT OF LOCKHEED "STARFIGHTER"

America took its first look recently at one of the world's fastest combat planes—Lockheed's new, ultrasonic F-104A Starfighter.

Flying on razor-blade wings, the USAF F-104 is a spectacular day-and-night fighter, powered by one of the world's most powerful jet engines, the new General Electric J-79.

Its speed in climb is equal to its speed in straight-and-level flight. But true top speed has not been disclosed. Operational altitude for the aeronautical bolt of lightning is the upper stratosphere.

The F-104A is the ship described by Gen. Nathan F. Twining, Air Force chief of staff, as "the most advanced plane of its type ever developed."

Showing for the first time its heretofore secret configuration, the lance-like Starfighter flies on thin, straight wings—almost knife-sharp—measuring only 7½ feet from fuselage to tip. The fuselage is 54 feet, 9 inches long.

The wing's leading edge is so keen that a felt covering is used to protect ground crewmen when the plane is not flying.

Foremost features of the new air weapon include:

1. Most powerful jet engine, thrust per pound, yet developed.
2. First downward ejection system for a production jet fighter.
3. A T-shaped "flying tail".

Optimum speed and maneuverability were first given the fighter by trimming out all possible airframe weight and striving for simplicity rather than complexity of operation, Hibbard added.

Weighing less than any operational jet combat plane—the F-104A is a lightweight fighter in everything except striking power.

The F-104A has been ordered in quantity.

The T-shaped empennage is called a "flying tail" because the entire surface of the horizontal stabilizer moves. There is no elevator on the thin stabilizer, which is located almost at the top of a high, swept-back vertical fin.

The General Electric J-79 engine is designed to combine efficient operation at both subsonic and supersonic speeds. At top speed the Starfighter's new J-79 turbojet with afterburner develops half of its thrust as a ramjet—in which compression of air entering the engine is increased by the sheer force resulting from very high speed.

(The XF-104, first flown in February, 1954, is powered by a Curtiss-Wright J-65 turbojet with afterburner.)

Described by General Twining as "the fastest and highest-flying fighter anywhere in the sky," the first production model F-104As are scheduled for delivery to tactical units in the near future. Early production airplanes are undergoing exhaustive tests in the meantime.

Newest addition to Lockheed's 12-year-old jet family, which started in 1944 with the F-80 Shooting Star as the Air Force's first operational jet and grew into 7500 jets of various types, the F-104A embraces a Lockheed philosophy of "design flexibility".

Lockheed independently designed and built a prototype two-seat version of the Starfighter. Planned for combat and two-man flight-check work, the tandem fighter also has been ordered by the Air Force.

An example of the design simplicity applied to the Starfighter is a new "integrated electronics system" devised by Lockheed. By repackaging the various communication and navigation components, it was found that they could be installed as a series of inter-connecting but self-sustaining units.

The separate units can be quickly plugged in place or unplugged, to provide the airplane with only the electronics equipment needed for a specific mission being flown. Unnecessary weight is thus eliminated.

The downward ejection system, first of its kind to be installed in a production jet fighter, adds safety by removing the possibility of a pilot colliding with any part of the airplane following ejection.

To eject himself the pilot has only to pull a handle to start an automatic chain of events: (a) the cockpit is depressurized and the stick pops forward out of the way; (b) the parachute shoulder harness snaps onto the pilot, his legs are pulled close to the body by "mechanical straps" and ankle clamps hold the feet in place; (c) an explosive cartridge releases the escape hatch and jettisons the seat downward and outward; (d) the pilot's seat belt unsnaps, freeing him from his seat, and at a pre-set altitude the parachute opens.

With the cockpit placed well up front, looking over the plane's pinpoint nose, the pilot has overall visibility comparable to a motorist seated on the hood instead of behind the wheel of his car.

In order to take advantage of the space within the fuselage for installation of equipment, the Starfighter's stub wings do not extend through the fuselage as a single structural unit but are joined separately to the fuselage.

The wings have 10 degrees of negative dihedral—which means that they slant downward slightly—and both the leading and trailing edges taper toward the center line of the wing. Wing tips are squared off. The wing is located nearly two-thirds of the way

back on the fuselage.

Lockheed engineers listed two unusual structural features which resulted from the wing's extreme thinness ratio: (a) main landing gear is built to retract into the fuselage, rather than into the wing as in most fighters; (b) jettisonable tip tanks fit over the wingtip like a glove, instead of being completely separate appendages.

Provisions have been made for under-wing pylon tanks if needed for extra fuel.

The F-104A's range is reported to be comparable to that of present operational jet fighters.

A flap on the leading edge of the wing reduces the plane's landing speed and cuts down on its takeoff run. There is also a flap on the wing trailing edge and an aileron near the wing tip. Dive flaps, or brakes, are located back of the wing and about midway up the side of the fuselage.

The large engine access door, on the bottom of the fuselage, serves a dual purpose. In addition to providing ready access to the engine, the door's inner panel holds most of the plane's hydraulic equipment, to facilitate servicing.

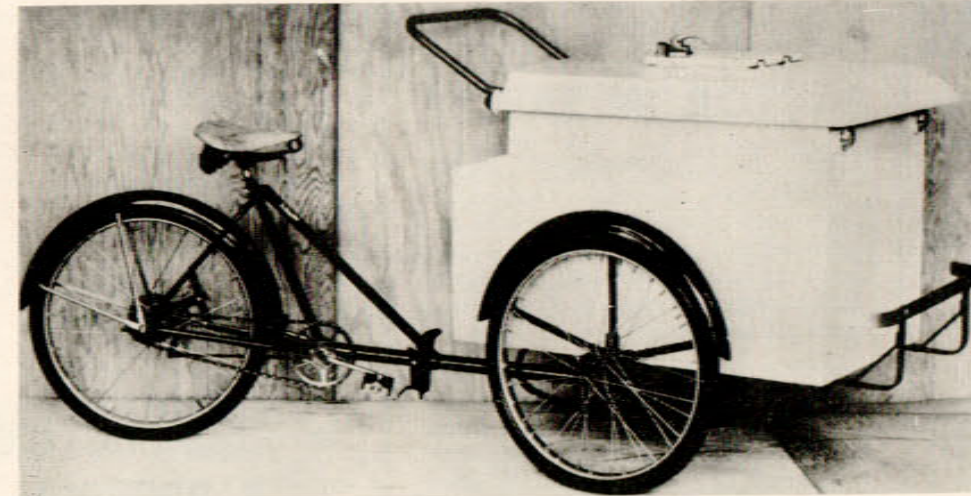
Another unique maintenance feature of the F-104A is

(Continued on page 25)



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FLIGHT SAFETY

By F/L A. MORTON

JUDGMENT — PRIME FACTOR IN SAFETY

THE daily newspapers record countless accidents that could have been avoided if someone had used better judgment. This is particularly true of aircraft accidents, which receive "spotlight" attention from all news media.

Flying operations are extremely vulnerable to judgmental errors. The very nature of these operations are such that disaster hovers over almost all of the decisions the crew must make during each flight. One hasty, ill-considered, or just plain "wrong" decision may result in another headline story of an accident, perhaps involving fatalities.

Everyone is aware of the vast age difference between the average aircraft captain and the average marine captain—yet their responsibilities are almost identical. Aviation being a newer and more rapidly-expanding field, the demand for older, more mature aircrew greatly exceeds the supply. In addition, flying is "a young man's game"—and the heavy crew training investment must produce adequate returns in flying hours before age raises medical restrictions upon the application of such training. Aviation, therefore, is faced with the problem of developing good judgment in aircrew at an accelerated rate to protect flying operations.

Judgment and maturity normally develop simultaneously. The Civil Aeronautics Administration, in an accident analysis, discovered an 80% improvement in the safety record of pilots under instruction in the age group 40-45 when compared to the age group 20-25. The result has been to demand ever-higher standards of proficiency and training before entrusting aircrew with the responsibility for the safe

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conduct of an aircraft from A to B. Yet accidents still happen.

How, then, is aviation to foster the development of judgment in aircrew? Judgment is a peculiar mixture of normal and abnormal. Normally, it implies compliance with accepted procedures—abnormally, it allows for the weighing of evidence to arrive at an "improvised" conclusion, frequently at variance with established practice or theory. It follows that the most extensive and rigorous aircrew training must be paralleled by the development of an intelligent, flexible approach to all operating problems if judgmental errors are to be minimized.

The problem of eliminating judgmental errors in flying is the very personal responsibility of all aircrew once they have been accepted as qualified by aviation. Aviation itself provides continuation training and regular proficiency checks to ensure that certain minimum standards are maintained by aircrew. But individual members of aircrew must do more—a profound appreciation of all aspects of their particular field is essential to safe operations—knowledge and fore-

thought are the basic factors of the required appreciation—and judgment is the mode of application of all experience, training and knowledge to provide the correct solution to operating problems.

Aviation, to foster judgmental development in aircrew, gives wide publicity to all operating problems, and gives special emphasis to accident causes and remedies. Members of aircrew, if they are to improve their judgment, must develop a devouring appetite for all such information, digest it in the light of their own requirements, and mentally "file" the product for reference during future operations. The task is never-ending, and the need is ever-present, for judgmental errors become almost criminal when they are the result of "I didn't think—I didn't know—I didn't do." So aircrew, know your stuff, or old Dame Chance may call your bluff.

"TO ACT CORRECTLY WITHOUT REASONING IS NOT DUE TO SOME FAMILIAR SPIRIT WHICH SUDDENLY DICTATES TO ME WHAT I HAVE TO DO IN A CASE UNEXPECTED BY OTHERS—IT IS REFLECTION, MEDIATION."

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CINEMA Programme for May

Friday, May 4	DAVY CROCKETT (G)	Fess Parker
Sunday, May 6	ALL THAT HEAVEN ALLOWS (G)	Jane Wyman
Monday, May 7	BACKLASH (A)	Richard Widmark
Tuesday, May 8	SABOKA (G)	Boris Karloff
Wednesday, May 9	SINCERELY YOURS (G)	Libera
Thursday, May 10	MAN WITHOUT A STAR (G)	Kirk Douglas
Friday, May 11	AFRICAN LION (G)	Anne Baxter
Sunday, May 13	THE SPOILERS (A)	Richard Conte
Monday, May 14	BIG PAYOFF (A)	Stewart Granger
Tuesday, May 15	SCARAMOUCHE (G)	Burt Lancaster
Wednesday, May 16	ROSE TATTOO (A)	Jack Palance
Thursday, May 17	BIG KNIFE (A)	Raymond Massey
Friday, May 18	DRUM BEAT (G)	Dennis O'Keefe
Sunday, May 20	SEVEN ANGRY MEN (A)	Robert Taylor
Monday, May 21	ANGELA (A)	Gene Kelly
Tuesday, May 22	WESTWARD THE WOMEN (G)	
Wednesday, May 23	ANCHORS AWEIGH (G)	

14 TRAINING GROUP HOBBIES SHOW

A very successful 14 training group hobbies show was held at Saskatoon on the weekend of April 21. All stations in the group sent along exhibits, and, after the tumult and shouting had died, Saskatoon was discovered to have beaten last year's winners from Moose Jaw by 92 points to 88.

Every conceivable type of hobby-craft was on display, from eighteen feet metal trailers (from Moose Jaw) to boats (from Saskatoon). Most of the other units represented had the usual transportation difficulties, consequently their displays were limited to small items. The leatherwork, ceramics and plexi-glass items from Saskatoon were of above average in quality, as were the trailers, woodworking and photography submitted by Moose Jaw.

Highlights in the Winnipeg entry were oil paintings by F/L Connolly, copper tooling by W.O. McIver, and wire jewellery by F.S. Stockdale.

F/L Connolly's painting of "Murray's Boathouse — Lake Memphramagog" took the eye of the judges, headed by Mr. George Ward, recreation director for the Province of Saskatchewan, and was judged "best entry in show." (a photo of F/L Connolly's painting was not available for this issue, but will appear in the May 25 issue.)

The winter scene drawing by Larry McLaughlin, used on the cover of the Christmas issue of VOXAIR, together with the centre spread illustrations, won first prize in the sketching class.

Winnipeg's entries, plus many other items from the Hobbies Club, will be on display on Air Force Day June 9, and we would like all people who have examples of hobbycraft they would like to put on display on that date to inform the Rec Centre as soon as possible.

ITALIAN QUIZ KID



Miss Paola Bionani, 18-year-old Italian high school girl, has been wowing Italian TV audiences with her correct answers about soccer. She is aiming for the top prize in the Italian version of the \$64,000 question.

BRIDGE AND EUCHRE

By the time this appears in print, Sgt. Sargents' "fiends" will have sadly folded their card tables and stolen away to new and varied summer entertainment. Although the members have lost a few friends during the season, many happy hours were spent. It has been reported that activity will resume again next fall.

* * *

SQUARE DANCING

A gathering of the Square Dancing Club took place in the Rec. Hall on April 27 and, from reports, we gather that it was very successful. Sgt. Johnson tells us that in the future the club will sponsor dances every second Friday, and everyone is encouraged to come and join the fun. The next dance will be on May 11 and will be an old-time dance. Since the orchestra has become very flexible, they intend to have both modern and old-time dances.

* * *

AMATEUR RADIO CLUB

The club was activated in February of this year, and two informal meetings have been held so far—at which discussion centred on general organization, amateur radio licencing requirements, basic radio theory and future plans for the group. It is planned to hold two study groups at junior and senior levels to cover the numerous phases of radio, both in theory and

CLUB NOTES

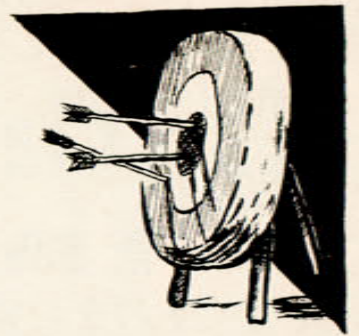
MODEL TRAIN

LAC Radcliffe and his train builders have held their first meeting and are now preparing their plans for first projects. However, more members are needed before this club can function successfully. Anyone interested should contact LAC Radcliffe at 511.

* * *

HOBBY SHOP

Big projects are underway—and the grapevine hums with rumors concerning remodelling of the present building and the setting up of a real "Hobby Centre." Watch these pages for future information.

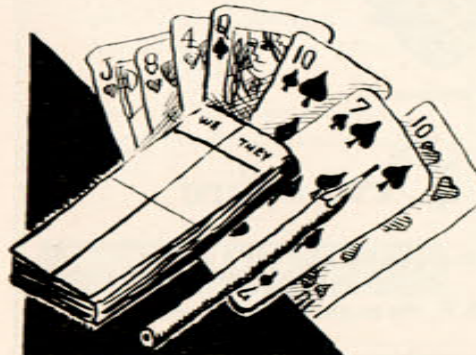


Station Entertainment Committee
Chairman: F/O Perry Eaton
Members: FS Boeriu (Theatre manager), Sgt. Johnson (Square Dancing), F/O McNee (Station Dances), F/O Oliver (Drama Club), LAC Truelove (Bridge and Euchre Club), F/O Vensel (Judo), LAC Delasalle (Body building).

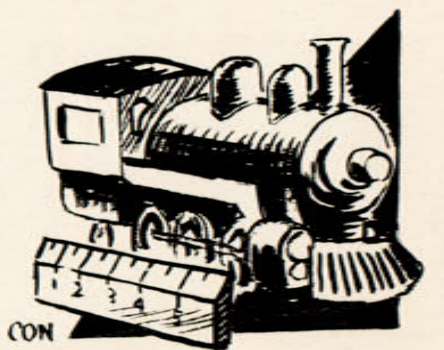
CLUBS AND GROUPS

- Rugger**
President: F/O Ray Griffiths (AOS 485)
Secretary: A/P/O Ritchie (AOS 485)
- Soccer**
President: F/O Archie Sillars (Radio school 517)
Secretary: LAC Staff (GCA Maint. 349)
- Cricket**
President: F/O Genno (Voxair 216)
Secretary: A/P/O Godwin (AOS 303)
- Rifle Club**
President: P/O Hall (NPF Accts. 311)
Secretary: (not known)
- Badminton**
President: F/L Piercy (AI School 224)
Secretary: LAC MacDonald (205)
- Golf**
President: F/L Piercy (AI School 224)
Vice-Pres.: F/L Sparks (AOS 584)
- Curling**
President: F/O Langen (AOS 303)
Secretary: (not known)
- Volleyball**
President: Cpl. Woodhams (358)
Secretary: (not known)
- Archery**
President: WO Learmonth (Station Workshops)
Sec.-Treas.: LAC Leckey
Publicity: Mr. M. Gillman (AOS)
- Track and Field**
President: F/O Keenan (AOS 377)
- Basketball**
President: F/O Williams (256)
- Theatre**
Manager: FS George Boeriu (S.E. 254)
- Square Dancing**
Organizer: Sgt. Johnson (Fire Hall 501)
- Station Dances**
Organizer: F/O McNee (225)
- Drama Group**
F/O Don Oliver (AOS 256)
LAC Ramsay (Rec. Centre 511)
- Bridge and Euchre**
President: LAC Truelove (246)
Secretary: AW Ruth Brock
(Closed for Summer)
- Judo**
President: F/O Vensel (AOS 225)
Secretary: (not known)
- Woodworking**
Organizer: FS McBurney (404)
- Auto Club**
Sgt. Irving (425)

(Continued on page 25)



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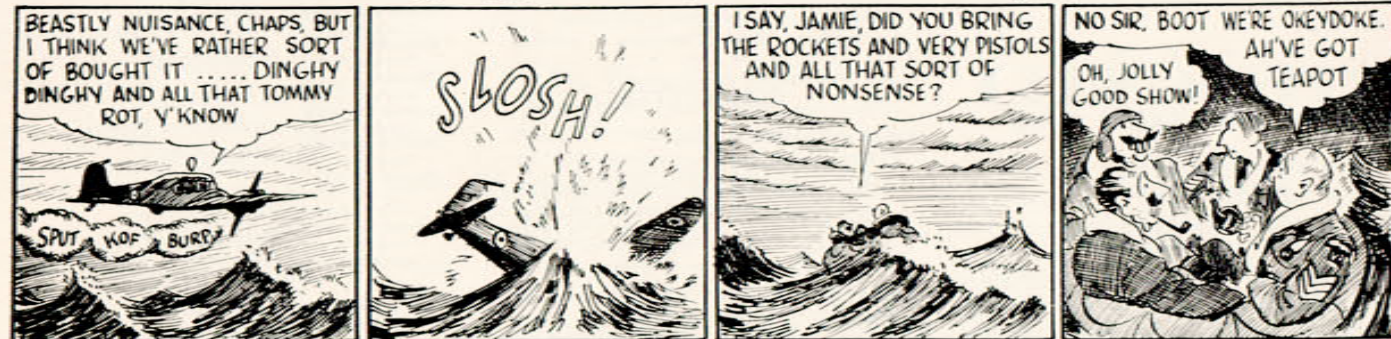


VOXAIR VIXEN VICKI DARNELL

We are indebted to the press representative of London's Windmill theatre for this picture of Windmill girl, Vicki Darnell. Born in Derby, England, in 1933 (this makes us feel really old!), Vicki left her job as cashier at a large store for pantomime, and thence via touring revues to "the little theatre that never closed."

For those who collect statistics, they are 35-23-35½ in this case, and we wonder if our new swimming pool will come equipped with one of these!

FRIGHTFULLY GOOD SHOW! Though really, public school chaps should have their own dinghy, y'know



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Voxair Vixen
Vicki Darnell
Courtesy
Windmill Theatre

SPORTS

By "STOCKY"

CURLING

BILL SPARKS RINK—STATION CHAMPIONS



Left to right: F/L Bill Sparks, F/L Sullivan, F/L Mike Piercy, and F/L Hank Enns.

It's all over for another year, and congratulations are in order for F/L Sparks and his teammates for their victory in the final round of the station championship. Condolences to S/L Graham and crew who started out at the top of "A" division and stayed there, beating off all challengers until the final round. Then, as so often happens, and because of a ruling peculiar to station Winnipeg, they lost touch and lost the championship they really deserved. This is not meant

as a slur on Bill Sparks, Mike Piercy, Sully Sullivan, and Hank Enns—they curled beautifully in the final round—but I feel that the record of wins and losses over the whole season should determine the championship, not the result of one round. However, Bill Sparks and his merry men were really hot when it counted, so all credit to them.

A wind-up banquet is planned for the very near future, so all you curlers should make a point of getting out there with the gang.

TRACK AND FIELD

Snow still on the ground, frost still in the air, but F/O Keenan has his hardy track and field enthusiasts all steamed up already. The weight and discus men are working out in the gym nightly, using the newly-acquired rubber weights, discus and mats. Bill Keenan reports a lot of interest, with a good percentage of last year's membership taking part again this year, and he hopes to see the return of

some of the summer employment flight cadets who took part in the events with considerable success in 1955.

LAC Staff, the club's distance runner, has been working out all winter, and is in better than average condition already. F/O Ron Day, discus and javelin, is in good physical shape after a year with the basketball team, and is looking forward to a good season.

SOCCER

The club will be operating in the Second Division of the Manitoba Football Association this season and reports indicate that the "round ball" men are planning to field a pretty strong team. Interest is running high, with good attendances at the twice-weekly workouts, and there are, at the time of writing, about 25 to 30 aspirants for the eleven positions in the team.

So far, the workouts have been of the conditioning variety, with the occasional game of hand soccer. This hand soccer, peculiar to the English, is really the answer. Fast, lots of action, good for the abdominal muscles—it certainly helps when it comes to getting into shape. But it's too much for your aged reporter—I just watch.

More about soccer as the season progresses.

GOLF

With the advent of the warm weather and longer days golfers can be seen shining up their clubs and eyeing new equipment.

The first golf meeting of the season was held April 19, and the following committee was elected: F/L Mike Piercy (Chairman), F/L



Cpl. Paquette

Bill Sparks (Vice Chairman), F.S. F.S. Mayho, F.S. Rearden, and Cpl. Paquette.

A weekly tournament will be held every Thursday afternoon at one o'clock at the Tuxedo Golf Club.

All golfers are welcome, whether beginners or experts. Members of the fairer sex are also very welcome. We hope to see some of the girls out on the course this summer.

Sports store has a good supply of clubs which may be taken out on loan by golfers, and there is an indoor driving range which is looked after by the recreation staff.

The committee is endeavouring to arrange group lessons for interested beginners, and the sports store personnel will be able to give more information on this. There is a large number of enthusiasts here on the station, and with this in mind the committee is looking forward to a really successful season.

IMPORTANT

INTER-SECTION SPORTS

The plans this year are for all-out effort in the promotion of inter-section sports. The call will soon be out—when it does, we hope to see the response greater than ever before. Keep your eye on D.R.O.'s, notice boards, and this column for further information.

There will be leagues set up for baseball, touch football, softball and, if there is sufficient interest, soccer and cricket. Remember that the inter-section champions represent the station in the group play-offs, and the winners there battle for the training command trophies. The competition should be really keen and the results will be worth the effort.

Let's get behind this program 100%.

BASKETBALL

A fairly successful year has just ended with the Senior "B" playoffs the "Y," when United College, led by the great "King" Carl Ridd, defeated our Wildcats in two straight games. Stars for the station in both contests were Ron Day, Fergie Ferguson and Big Bill Muise. A good year, fellows, and congratulations on a fine performance.



This cheerful group of individuals are members who were present at the last meeting of the station archery club when the club entertained three guests from the Winnipeg Archery Club.

Renewed interest was evident at the last two meetings, and new members are coming forward at each successive get-together.

LAW Peggy Lavoie of Safety Equipment made her debut, and was most welcome, as are any of the airwomen who care to attend.

Three members of the Winnipeg Archery Club were present at the April 24 meeting, Miss Melita Thiesson, Mrs. Mildred Dallman, and the well-known archer Mr. Ivan Buchanan. Their interest and support augers well for the future, and should lead to a very close and friendly association with the city club.



Mrs. Mildred Dallman, Mr. Ivan Buchanan and Miss Melita Thiesson, of the Winnipeg Archery Club.



The station club organizers. Left to right: Mr. Maurice Gillman, W.O. George Learmonth and LAC Dave Leckey.

RUGGER

The Astrals travelled to Victoria on Easter Saturday to play the James Bay Athletic Association, and after a very fast, open game the Astrals won by the odd point 6-5. And the game was just as good as the score suggests.

(Continued on next page)

SPORTS

(Continued)



"Thunderbird" trophy presented to the rugby team by the James Bay Athletic Association of Victoria, B.C.

Immediately after the game the president of the James Bay A.A. presented the station team with a miniature totem pole as a record of the visit, and later in the evening, during the ensuing celebrations, the totem was named the "Thunderbird".

The team is to be congratulated on a very fine performance, and with so many rigger players now at the station both the Astrals and the second-string team are looking forward to a very successful season's rugby in the Manitoba league.

Incidentally, we made a grievous error in the last issue when we referred to the rigger club as the "Nomads". Rigger players and cricketers alike were highly incensed. The correct name, of course, is the "Astrals", the "Nomads" being the station cricket team.

CRICKET

Members of the club have been attending indoor practice at Macdonald Bros. through the kindness of Bristol Aircraft (Western) Ltd., and reports indicate that things are shaping up well for the coming season. It is very heartening to see



THE PERFECT SETTING. On a warm summer day in the beautiful Assiniboine Park left-hander P.O. Chris Newton plays back to a nasty one from the Exiles opening bowler during a league match in the 1954 season.

airmen and NCO's of the RCAF joining our ranks, when we had almost given up hope of seeing any other than English students.

Two of our best batsmen in previous years were Canadians, and several of the local clubs boast Canadian ex-baseball players on their membership lists.

Inter-section cricket is proposed for 1956, so let's have some of you baseball players out on the cricket field once in a while. You won't find the change-over too drastic, and, who knows, you might enjoy the change.

With over 25 players registered for the new season, the plans are for the formation of a second team to play a series of friendly and exhibition matches against such clubs as Bristol Aircraft, RAF Club, RCAF Station Macdonald, Royal Society of St. George, East Kildonan and one or two visiting teams from other provinces.

There is good reason to expect that the new cricket pitch on the station will be ready for use by the time the season opens in May, so it will be possible to watch matches on the station as well as those played in the City park.

We urge all cricketers who have not already done so to register without delay—the season opens early this month. Give your names to either the president or the secretary, whose names may be found in the directory on page 19.

RIFLE ASSOCIATION

How many times have we heard the remark, "What can anyone see in target shooting?" The uninitiated must wonder why a neat little hole through a piece of cardboard pleases a marksman so much, whilst a near-miss causes him so much anguish.

A spectator can learn much about a shooter from his target, even though they have never met. A master sharpshooter is willing to match himself and his equipment against standards just beyond his reach, and is constantly trying for perfection. This is a virtue, for most of us steer clear of comparison with perfection, and are content with less embarrassing competition. Your marksman has learned the value of muscular and



Cpl. Bateman sighting in the RCAF - RCMP shoot at Minto range in March.

emotional control, backed by steadiness of nerve and trained mental alertness. He knows, too, the quality of his equipment and cares for it as his most prized possession.

The tiny perforations in the cardboard are like signposts recording the progress the marksman has made through co-ordination, mental alertness and self-control, and patient and painstaking practice.

The local association, boasting a membership of more than fifty, has been quietly and consistently making progress, and recent activities include weekly indoor smallbore competitions in the Manitoba Provincial Rifle Association league. A series of seven straight wins put the local team near the top, with the finals approaching. The same people participated in the eastern division of the 14 Training Group competition held at Portage, and beat out Portage, Gimli and Macdonald for the right to meet western champions Moose Jaw for the group smallbore championship.

BADMINTON



LAC Tucker—Telecom. Station Champion

(Continued on page 32)

STARFIRE

(Continued from page 14)

attributable to its downward type seat ejection system. By removing the escape hatch underneath the cockpit the entire seat installation can be slid down and out, thereby providing stand-up working room for a technician.

The F-104A is equipped with a land-drag parachute of the same type produced on Lockheed's F-94C Starfire jet interceptor. On the F-104 the drag parachute is installed on the lower part of the fuselage, near the end of the tailpipe.

Dimensions of the Starfighter are: height, 13 feet, 6 inches; length, 54 feet 9 inches; span, wingtip to wingtip, 21 feet, 11 inches.

DIRECTORY . . .

(Continued from page 19)

Photo Club

Cpl. Askett (422)

Amateur Radio

President: Sgt. Gray (352)
Secretary: Cpl. Allison

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(All the sub-committees should meet during the first week of each month, and minutes of the meetings passed to the chairman of the appropriate committee by the end of the week.)

Politicians Won't Face Problems

SHERBROOKE—Canadian political leaders are unwilling to face up to the problem of organizing a national service program, Lt.-Gen. Guy Simonds, former General Staff Chief, said in an interview recently. "The reason given," he said, "is that it would threaten national unity, that the unhappy history of the past in connection with measures on National Service have stirred up such resistance among French-speaking people in Quebec that they would not accept it." "I believe that given the right to follow their own cultural and religious habit as they wish, French-Canadian resistance would quickly disappear. We are faced with national disunity or national survival."

Air Base No Aid to Town Economy

COLD LAKE—A multi-million dollar airport only five miles away, housing more than 4,000 airmen and their families, is not having the effect business men and townspeople expected at Cold Lake, 190 miles northeast of Edmonton. Residents say the boom for Cold Lake and district fizzled out mostly because the air force has provided self-maintained base. The airmen and their families on the base have just about all they require. There is little reason why they should leave the base for entertainment or purchases elsewhere. Besides modern living quarters, the airmen have stores on the base for groceries, meats, drugs and other necessities.

COVER STORY

This shot of the station band was taken during their engagement at the officers' wives' coffee party at the Bay, reported on page 10.

Under the capable direction of Sgt. Gordie Rowe the band is making great strides and the boys excelled in the Manitoba Music Festival last month when adjudicator Leon Forrester, a former R.A.F. officer, awarded the band 84% for their performance of the test piece "Atlantis Suite" by V. F. Safranek.



LAC BUD MILLER
Music festival winner

The following Tuesday LAC Bud Miller, accompanied at the piano by Sgt. Bruce Pringle, played some beautiful trumpet to place first in his class with a mark of 85%. The other two contestants received 84% and 81% respectively. The musicians are very proud of the way the band is progressing, and they are most grateful for the compliments they have been receiving; bouquets, we might add, that are well-deserved.

Russian Officers Refuse to Join Canadian Militia

MONTREAL—An eager recruiting officer tried to sign up two Russian Army officers who mingled with hundreds of Montrealers during an open house at a midtown drill hall. The Russian officers—one a colonel and one a major—attended in civilian clothes. They smilingly shrugged off the attempt to have them enlist in the Canadian Reserve Army. "We both know much about military life," they replied. The officers' names were not learned but they were believed to be military attaches from the Soviet Embassy in Ottawa. The open house was aimed at showing the role played by Canada's part-time soldiers in national defence.

SUPERSONIC FIGHTERS FOR U.S.A.F. IN EUROPE

A flight of 12 North American U.S. Air Force F-100 Super Sabres has departed this base on a historic flight to Europe that marks the beginning of the conversion of USAF fighter units there to "supersonic" status.

The U.S. Air Force announced that the F-100's first of the "century series" supersonic fighters to be based overseas will prove a major factor in bolstering NATO defence forces in Europe.

The Super Sabres will make stops in Labrador and Iceland, and will then be assigned to the 45th Fighter Squadron in French Morocco, the first unit to be equipped with F-100's. Because of excellent flying weather in Morocco, the 45th will act as a training squadron for other units. Complete conversion is expected to require approximately six months.

With the present aerodrome structure now in existence in the European theatre, Super Sabres may be utilized at any base SHAPE may direct, the U.S. Air Force said.

The F-100 Super Sabre is produced by North American at its Los Angeles and Columbus plants. Delivery of the second model, the F-100C is now being made to the Air Force, and a third model, the F-100D, is now in production at the Los Angeles plant.

Agreement in principle was given by Canada, along with Australia and New Zealand, to a U.K. proposal for a Joint Empire Air Training Plan. On Dec. 18, 1939, the agreement was signed in Canada.

The first flight in Great Britain in a British airplane was in 1909, with A. V. Roe as pilot.

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By

F/L K. M. COLLISON

Chaplain's Page

Protestant Chaplain

**Honour all men. Love the Brotherhood.
Fear God. Honour the King. (1 Peter 2:17)**

PERHAPS a more correct translation of this text would be: "Honour all men. Love the Brotherhood. Reverence God. Honour the King." I say this because the Greeks have at least two words for our word fear. The particular word used in this text is better translated as "reverence," since it rules out any inference of "being afraid of." "Stand in awe of" is, perhaps, another way to translate this particular phrase.

If we "honour" someone's cheque it means that we realize there is value behind it. It means, we know, if we take that piece of paper to the bank that we will receive monetary value for it. Honour means just that; that we estimate the value of something and then proportion our regards to that ascertained value.

We must apply that rule to man. Estimate his value by his Creator's love, and by his Redeemer's sufferings. Estimate his value by his own capacity of religion, of morals, by his relation to a life and to a death to come. By doing this you will come to realize that to honour a man is to respect him under these views and relations; that it is to be anxious about his welfare and to contemplate him with benevolence, with fear, and with awe.

Carry this to its logical conclusion and it means that we honour

the mean, the base, the despicable and the depraved. Yes, we honour them even in their fall from grace. We honour the man in men.

Michael Angelo could look at a rough piece of marble and see in it the angel to be freed. The gutter-child of the slums shows forth the possibilities of the "human face divine."

The true Christian sees, even in the lowest, the marred work of Him Who breathed into man's nostrils the breath of life.

The second precept of our text stands in direct relation to the first. Unless we can honour all men we have no hope of loving the brotherhood. Unless we can honour man as an individual, unless we can estimate his true value before God, then we cannot love man collectively where in the larger group we find the base, the despicable and the depraved.

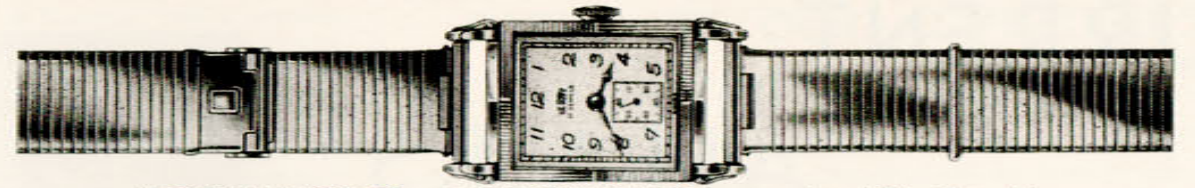
There are many who refuse to belong to the Christian Church because there are so many "hypocrites" within it. This is false because in truth they are neglecting to honour all men; refusing, because of this, to love the brotherhood; and above all forgetting that "the Son of man came not to be ministered unto but to minister and to give his life as a ransom for many." They also seem to fail to

realize that the Christian Church is "not an hotel for saints but a hospital for sinners."

St. Peter was wise in the order he used in outlining these precepts. He uses the order of climax where the first depends on those following. Our next instruction is to reverence God; to stand in awe of Him and to do His Holy Will. He enjoins us to realize in God the Fountain-Head of all of man's powers—more than that to realize that God is the source of man's life—of all life. If we fail in this, then we fail to see God in man. If we fail to see God in man, then we will not honour man or love the brotherhood.

Kings rule by the grace of God—so indeed Holy Scripture teaches. If then we hold God and God's Will in reverence, then we should honour and respect the King (or Queen) who rules over us in this world.

Four injunctions written in a letter to the Christians of Asia Minor. Written at a time when these people were suffering from a malicious misrepresentation and persecution. Injunctions which were to bolster them up in their beliefs in God and Christ. But they are advice which we need today. Advice which, if followed, will bring us to the Kingdom of God.



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CURRENT AFFAIRS

"LIVE AND LET LIVE" DISPLACES "DOWN WITH CAPITALISM"

COMMUNIST party chief, Nikita Krushchev, and Premier Nikolai Bulganin, of the U.S.S.R., have been paying a goodwill visit to Britain and discussing world affairs with the British government. Mr. Krushchev told his British host, Sir Anthony Eden: "And this country wants peace and not war. As the saying goes, one must live not only with the neighbors one chooses, but with the ones God sends."

This idea of getting along with one's neighbors is to be preferred to the revolutionary Communist battle-cry of the past, "Down With Capitalism." The Capitalist world naturally views this conversion with some skepticism. However, it may well be that the danger of war with the U.S.S.R. has been lessened by their new attitude and by their recognition at last that an atomic war would destroy communists as well as capitalists. Mr. Krushchev, nonetheless, cannot refrain from mixing in a few threats with his friendly promises — for instance, that the U.S.S.R. will be able to produce guided missiles that can drop their atomic warhead anywhere in the world.

Marshal Bulganin indicated in Britain that he expected no spectacular, over-night developments that would end world tension. He quoted a Russian saying, "Moscow was not built in a day." He added, "But it is our hope that our visit to Britain will lay a foundation for friendship and co-operation between Britain and the Soviet Union, based on the great principle of peaceful co-existence."

Britain would like to trade with Russia, to reduce the competition

in armaments, to have a more normal world. If Russia proves sincere, Britain will welcome her with open arms into the family of nations. But Britain and the world remain suspicious of Soviet intentions. Only deeds will convince them of Soviet sincerity.

* * *

HALF OF FRANCE'S SOLDIERS TO ALGERIA

FRANCE is engaged in another struggle to maintain her colonial empire. Moslem Algeria is rebelling against French rule. France is determined to crush the rebellion; then arrange free elections, and give self-government to Algeria. She plans on using no less than 350,000 soldiers to restore order. Premier Mollet hopes with such a large show of force to retain Algeria without too much fighting. His critics say he should accompany this force with more concrete offers of independence for Algeria — that is, independence within the French empire.

* * *

ISRAEL, EGYPT BURY HATCHET

THE ten-day peace mission to the Middle East of United Nations Secretary - General Dag Hammarskjöld (pronunciation close to "hammer-shield") resulted in a cease-fire agreement between Egypt and Israel, effective April 18. This order is now in force: "No military or para-military forces may shoot across the demarcation line or pass over that line for any purpose whatever."

Edited By



DR. L. A. GLINZ

Current Affairs Adviser—
Joint Services

This cease-fire was a notable accomplishment because war was imminent. The United Nations has enough authority to enforce this agreement if all the big powers concur. The weak link in the past has been the U.S.S.R., whose sale (through Czecho-Slovakia) of jet aircraft, tanks and other arms to Egypt was the factor that brought war so close. However, the U.S.S.R. has now joined with the other powers in demanding peace between Egypt and Israel. Serious problems have still to be solved, but it looks as though peace may be preserved by the United Nations.

* * *

U.S. AIR FORCE OFFICER SUPREME COMMANDER



OF
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O

THE able American, General Lauris Norstad, of the U.S. Air Force, has resigned, effective 31 Dec., 1956, as SACEUR, Supreme Allied Commander in Europe. When asked to nominate a successor, the United States selected General Lauris Norstad, of

the U.S. Air Force.

General Norstad had a notable career in the U.S. Air Force during the war. He so impressed General Dwight Eisenhower with his alertness, grasp of problems, and personality that in 1946 Eisenhower made him U.S. War Department Director of plans and operations. Norstad was later attached to NATO, where he became General Gruenther's deputy air commander in July, 1953.

It is good to have just now an air force officer as the military head of NATO. General Norstad should measure up to the requirements of the position.

* * *

CYLON'S NEW PRIME MINISTER OPPOSED TO MILITARY BASES

AS a result of recent elections in Ceylon, a pro-Western government has been replaced by that of Oxford-trained Prime Minister Bandaranaike, who wishes to make Ceylon a republic (perhaps inside, perhaps outside, the Common-



Ceylon's Bandaranaike

wealth), to establish relations with the U.S.S.R. and Red China, and to be neutral as Nehru is neutral. He says, "We are completely opposed to the concession of any bases, military or otherwise, in our country to any foreign power." Britain has two military bases in Ceylon.

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GRADUATING CLASS 5504 (AI)



Back row, l. to r.: F/O Bill Lewis, Lt. Blancke, F/C Don Lawrie, F/O Hec Poirier, F/C Len Lebel, F/C Jim Pappas, F/C Keith Bottoms. Front row, l. to r.: F/C John Emon, S/L E. D. Waugh, F/L Mel Boulton, F/O Mike Wright, F/C Peter Pellow, F/C Rod Campion.

S/L Ed Waugh

Home: Hamilton, Ontario.
Nickname: "The Skewell".
Appearance: Political.
Usually Seen: In C.F.L.'s Office.
Favourite Expression: "Now, I have a rule-of-thumb here . . ."
Ambition: To fly a guided missile.
Probable Destination: O.C. A.I. School.
Pet Peeve: A.I.E. progress tests.

F/C John Emon

Home: Almonte, Ontario.
Nickname: "Jig-able".
Appearance: "Debonaire" Canadian youth.
Usually seen: In F/L Pettus' Office.
Favourite Expression: "How do you spell 'insubordination'?"
Ambition: To find out where the wheels go on take-off.
Probable destination: Inventory holder —flight cadets bar.
Pet Peeve: F/O D'Andrea.

F/C Peter Pellow

Home: Cornwall, England.
Nickname: "Pete".
Appearance: Sleepy.
Usually Seen: In the pit.
Favourite Expression: (From the pit) "Is it five to eight yet?"
Ambition: To own his own pub.
Probable Destiny: O.T. Officer, Cambridge Bay.
Pet Peeve: Service police.

F/C Don Lawrie

Home: Stonewall, Manitoba.
Nickname: "Flash".
Appearance: Commanding.
Usually Seen: Dry canteen.
Favourite Expression: "Has anyone seen F/L Boulton, sir?"

Ambition: None that's noticeable.
Probable Destiny: Scout master Stonewall.
Pet Peeve: Final checks.

F/C Len Lebel

Home: St. Leonard, N.B.
Nickname: "Dad".
Appearance: Energetic and alert.
Usually seen: Isn't.
Favourite Expression: "Oh, very well."
Ambition: To get a permanent "Attend 'B'".
Probable Destiny: O i/c janitors, AFHQ.
Pet Peeve: Components P, Q and R.

F/C Keith Bottoms

Home: Victoria, B.C.
Nickname: "A.A."
Appearance: Unconscious.
Usually Seen: Officer's Mess "C".
Favourite Expression: (Censored).
Ambition: To drink Pete under the table.
Probable Destination: Housing officer on arctic survival.
Pet Peeve: B.B. 64 and 65.

F/C James Pappas

Home: Edmonton, Alta.
Nickname: "Pappy".
Appearance: Angelic.
Usually Seen: Putting Rod to bed 0600.
Favourite Expression: "When? Where? What? Who? Dat Kitzel!"
Ambition: To receive morse at 2 p.m.
Probable Destination: O I/C morse instruction, WG.
Pet Peeve: F/O Lewis as bridge partner.

(Continued on page 34)

GRADUATING CLASS 5504 (LR)



F/O R. B. McMillan
(Class Director)



In Memoriam

Six months gone; passed Basic,
Long Range before them,
All to their wings
Bent the fourteen of them.
"Forward the course 04,
Aim for the skies!" he said;
Into the wide blue heavens
Flew the fourteen of them.

O.T. to right of them,
D.R. to left of them,
Flying before them
Threatened and menaced.

BUT

Tutored with devices fell
They that had flown so well
Came thro' the jaws of Hell;
All that redoubtable twelve,
Left of fourteen of them.

When can their exploits fade?
Oh the bold effort they made!
All the school wondered.
Honor the spirit of yore,
Honour the Course 04,
Honour the twelve of them.

M. RESTON-BOTTINEAU.

1. P/O Sam Hall
2. A/P/O Mac McLachlan
3. Lt. Martin Vaagen
4. F/C George Wilson
5. P/O Al Margetts
6. A/P/O Rhys Evans
7. P/O Pete Stewart
8. P/O Paul Rundell
9. A/P/O Drag Taylor
10. A/P/O Colin Edwards
11. A/P/O Geoff Edwards
12. A/P/O Dave Stephens



SPORTS . . .

(Continued from page 24)



Runner-up Sanderson

The club held its wind-up tournament in the drill hall last month with a station singles championship.

Out of 18 entries LAC Tucker pulled a little bit extra out of the bag to take the final against F/C Sanderson. Tucker reached the final after defeating F/O Gibb, and Sanderson made it via a win over F/O Harry Matties.

* * *



With a few changes in background and dress this could be Sherwood Forest. Left to right: Mr. Ivan Buchanan, LAW Peggy Lavoie, LAC John Lacerte, LAC Bob Grady, LAC Dave Leckey and Miss Melita Thiesson.

CANADIAN SKATING CHAMPS



Canadian skating champion for the second straight year is Carol Jane Pacht, who topped all entrants in both compulsory and free skating finals. Miss Pacht suffered pain in her back during the competition and skated through the final session with an "injection freeze." She is seen here with Charles Snelling, who gained the men's championship, after the pair received their trophies at Galt Arena.

In 1942 the first of giant (1,000 bombers) raids on Nazi-occupied Europe smashed Cologne.

NORTHERNMOST CURLING CLUB

(Continued from page 4)

Brien's team has emerged victorious in both. Prizes for the first competition were Resolute Bay crests, and sweaters for the second. Now that the Resolute Bay curlers' optimism is over, they thirst for new competition, and invite any curling club interested up for a bonspiel. "We would be only too happy to



—RCAF Photo.

Corporal Donald Brien, a Calgary (Alta.) airman stationed at Resolute Bay, inside the Arctic Circle, prepares to throw a stone down the one sheet of ice of the most northerly curling rink in the world, built by the airmen from two old Nissen huts.

play a club down south on their ice," one curler added with a broad grin, "the the Air Force requires that our endeavors be confined to these northerly climes for the present."

The keenness of these new enthusiasts at this Arctic outpost was expressed by one airman, who said: "We don't get a glimpse of the sun for three and a half months during the winter, and being able to look forward to enjoyable hours on the curling rink gives us plenty to talk about and helps to make the dark period seem a lot brighter."

The club boasts a mascot too, but he is permanently banned from the

rink. Insulted but undaunted, he usually leaps to the roof of the rink with the aid of a huge snow-bank, and knocks snow through a tear in the canvas onto the ice, all the while howling piteously to be let in. The reason for this apparently heartless treatment of a beloved mascot becomes obvious and understandable when it is explained that the curlers are proud of their spotlessly white, gleaming sheet of ice, and that Pogo, the mascot, is a large, healthy and very normal Husky pup, whose presence has proved disastrous to the immaculate surface of the rink and unnerving to these new Arctic exponents of the old and honourable sport of curling.

LETTERS . . .

More section news

. . . wonder why the news from the sections on the station is so often conspicuous by its absence . . .

(Name supplied)
AN AIRMAN

• Because we haven't a large enough staff to be able to send anyone out every day for that specific purpose. But we are managing to dig up a little gem, and we tentatively started a column of section news in the last issue, page 19. Let us know what you think of it, will you?—Ed.

A Crossword?

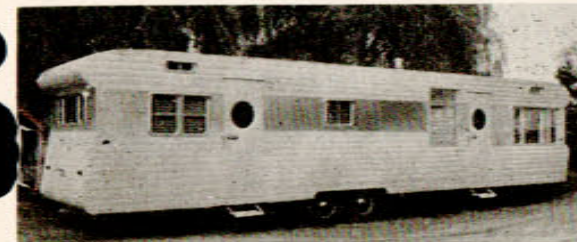
. . . to suggest that you put a crossword puzzle in each issue, with maybe a prize for the first correct answer . . .

BILL THOMPSON,
Trenton.

• Tried it on a couple of occasions, Bill, but the response was pretty lukewarm. We'll give it another whirl if readers would like it, but they'll have to let us know.—Ed.

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Manager, Winnipeg Division

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(Continued from page 30)

F/C Rod Campion

Home: Teddington, England.
 Nickname: "Rod".
 Appearance: Out of this world.
 Usually Seen: Horizontal.
 Favourite Expression: "Forget about what day, what week is this?"
 Ambition: That's a good question!
 Probable Destination: Bar officer, Stn. Cold Lake.
 Pet Peeve: Early morning parades.

Lt. Emil Blanche

Home: Somewhere in Belgium.
 Nickname: "Burster".
 Appearance: Foreign.
 Usually Seen: Complaining to F/L Boulton.
 Favourite Expression: "Gondact, Burster!"
 Ambition: To find a radar set that locks on.
 Probable Destination: Belgian Congo.
 Pet Peeve: A.P.G. 33.

F/O Bill Lewis

Home: Fredricton, N.B.
 Nickname: "Bill".
 Appearance: Brylcreem type.
 Usually Seen: Directing bar traffic.
 Favourite Expression: "Now this is my theory."
 Ambition: To own an Olds 88.
 Probable Destination: G.M. Sales Manager.
 Pet Peeve: Finance companies.

F/L Mel Boulton

Home: Russell, Man.
 Nickname: "Mr. Dynamic".
 Appearance: Bewildered.
 Usually Seen: Searching (No Joy).
 Favourite Expression: "Has anyone seen 04 A1?"
 Ambition: To ban 04 from Big "A".
 Probable Destination: Instructor at O.T.U. for 04.
 Pet Peeve: 04 Tigers.

F/O Hec Poirier

Home: Cold Lake, Alta.
 Nickname: "Chuckles".
 Appearance: Chubby.
 Usually Seen: Shovelling Pete's car out of snow banks.
 Favourite Expression: "I'm a western fan myself."
 Ambition: To herd cattle with a CF 100.
 Probable Destination: C.K.Y. radio station.
 Pet Peeve: Lewis.

In the Battle of Britain in 1940, the major share of the victory was given to the Hawker Hurricane.

* * *

In 1941 the Commonwealth Air Training Plan went into operation in Canada. At its peak, it turned out 52,500 trained aircrew per annum.

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THE most recent discovery at the Columbia recording studios is a chap who in appearance might remind you of a happy-go-lucky artist from the left bank in Paris. His manner is carefree and his attitude completely nonchalant.

INTRODUCING**VILLEGAS**

Specializing in Brahms, Bartok and Schumann and enjoying a tremendously successful career as a concert pianist in his native Argentine, Enrique Villegas one day chanced to hear a recording of the great Duke Ellington. From that moment he could not satisfy his newly-aroused hunger for this fascinating and wonderfully new concept in music. It became an obsession, and the result is his first effort for Columbia—a very enjoyable and inviting thing.

Whether or not he is impressed with other jazz pianist is questionable, but his approach is unique and there is a warmth in his play-

ing. He is adventurous, a quality so necessary in an artist, and, even though his background is predominantly serious, he still comes through beautifully with a gay and light-hearted touch on such favourites as "Ain't Misbehavin'," "Lazy Bones" and "Sometimes I'm Happy." There is a distinct Latin flavour to much of his work and, like many of today's contemporary artists, he can be labelled daring, inasmuch as he loves the new and unconventional method of playing to produce an atmosphere. He de-

initely belongs, and is very much at home with the other followers of progressive music.

Needless to say, he is being accepted with open arms in clubs across the United States. For many years to come he will be imitated by many but Villegas is an individual and therefore he will always be just a step or two ahead of his imitators. I am sure it won't be long before he is acclaimed by Canadian jazz fans, and the sooner the better for all of us.

—LAC TERRY LABROSSE.

Find Airman Ineligible for Marriage Payment

OTTAWA—The RCAF said recently Cpl. Maxwell Endicott's \$127 monthly pay has been cut to \$20 "to recover monies he had improperly been paid" as a marriage allowance. The Toronto airman, stationed at Penhold, Alta., should not have received a \$30-a-month allowance because a court order had been issued against him for support of his wife and children, it was said. The statement was issued in response to complaints by Cpl. Endicott's wife.

* * *

2,000-Mile Test Flight Sets Distance Record for Pilotless Aircraft

WASHINGTON—A Northrop Snark guided missile launched from Florida's Cape Canaveral has flown 2,000 miles across the Caribbean out into the Central Atlantic, informed sources said recently. This is the greatest distance any pilotless aircraft is yet known to have flown. The jet-powered Snark is intercontinental in range.

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