

Plane Facts  
See Page 32.

# Hot Air



AN AIRFORCE  
NEWSMAGAZINE

JUNE 24, 1955

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## AIR CADETS VISIT

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AERO - MEDICAL  
CENTER

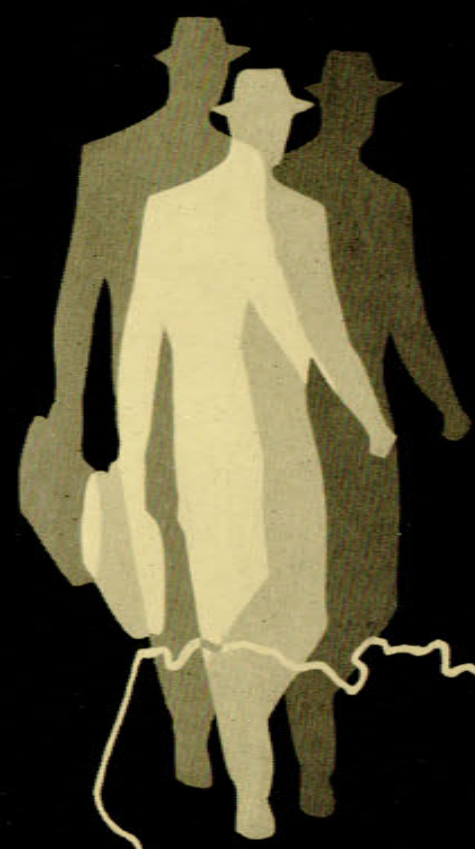
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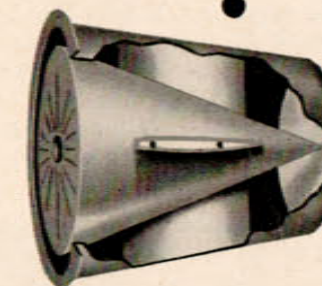
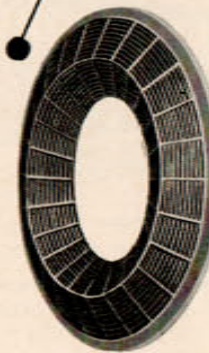
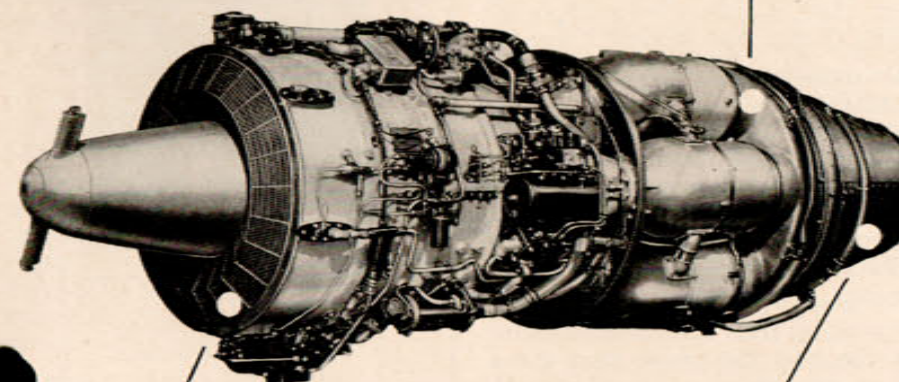
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Honorary Editor-in-Chief...W/C F. GAFFNEY  
Production Director .....S/L J. HUDSON

**EDITOR**  
F/O ROBERT GENNO

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# EDITORIAL

## "THE KILLER"

### FIVE TIMES GREATER THAN POLIO

Announcement of the discovery of the Salk serum is perhaps the number one news story of 1955. The conquest of polio is now recorded as another medical victory.

An even greater menace to life could be cured without reference to medical science, by the people themselves. Traffic accidents destroy nearly five times as many expected years of life as does polio.

Traffic accidents, in fact, are third among the killers, next only to heart disease and cancer. Millions are being spent on the search for cures for these dread diseases. The toll of traffic accidents can be reduced by simple applications of courtesy and common sense.

Speed and ignorance of traffic laws remain the main causes of street and highway accidents, safety authorities state. The Motor Vehicles Branch of the Province of Ontario, however, points to the significant fact that well over 60 per cent. of accidents occur when visibility is perfect and on dry road surfaces, while 64 per cent. of the vehicles involved in accidents were going straight. Officials, therefore, believe that fatigue is a major underlying cause of highway accidents.

Tired drivers or those who after long trips succumb to monotony are a menace on any highway, the National Safety Council believes. They not only endanger their own lives but they kill many innocent people as well. Recent experiments with a Roadometer, conducted by Alfred L. Moseley, a psychologist with the Harvard School of Public Health, demonstrated the danger of

permitting tired drivers to remain at the wheel. In a laboratory at Hartford, Conn., Prof. Moseley recorded the reactions of a tired driver every three minutes. Weary drivers gave the psychologist many startling evidences of the danger of driving when fatigued. Some of them said the road began rocking from side to side, others reported seeing things that weren't there.

Volunteering for the experiment, a colleague stayed up all night, then took the "wheel" of the roadometer and began a five-hour drive. His reactions were carefully measured. As he began to nod, a cigarette gave him a momentary pickup. A coffee break helped.

No sane person would attempt to drive under such fatigue conditions, but the test did prove that for a driver who is even slightly tired, there are certain actions which can prevent him from becoming a serious traffic menace. Among them, a coffee break or even a stop for a few minutes to stretch your legs or relax, are most important.

To summer highway drivers who are on long trips, the following safety rules have been offered:

1. Do not drive closer than 150 feet from the car ahead.
2. Stop for coffee or other alertness beverage every two or three hours.
3. Always keep a window open and breathe deeply.
4. Avoid night driving where possible.
5. Stay in line and observe all posted speed limits.

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6. Pull off the road whenever you feel the least bit drowsy.

Carefully observed, these six rules could do as much for driving safety as the famous Salk serum will do for polio.

## AERO-MEDICAL CENTER

F/O DAVE STODART

(Medical Associate)

WHAT are the effects of high altitudes on the human body? How do the ears react to rapid descents in fighter aircraft? How does the pilot adapt himself to changing conditions? These are only a few of the questions which are answered for aircrew during their indoctrination period at the Aero-Medical Training Centre.

Station Winnipeg's "centre" was officially opened on the 27th April, 1955. Although the work carried on is perhaps unfamiliar to most people, the study and problems associated with Aviation Medicine are not new, for medical men became aware of the need for Flight Surgeons to devote themselves to the maintenance of the health of aviators during World War I.

Along with night vision testing and lectures, one of the more important phases of work carried on at the Winnipeg centre concerns the physiological aspects of high altitude flying. Aircrew personnel are instructed in the use of oxygen equipment at high altitudes in the decompression chamber—that formidable looking apparatus which occupies most of the floor space in the main room of the centre. This cylindrical object, looking like something from outer space, simulates the atmospheric pressures encountered during flying and the related body symptoms. Sounds confusing? Perhaps it will help if you come along on one of the runs in the chamber. Approximately four runs are made during each week, when about thirty people, including VIP's, Flight Cadets, and personnel connected with jet flying are tested.

The Aero-Medical Training Centre is under the direct control of the Station Senior Medical Officer. It is operated by F/O Dave Stodart, medical associate, assisted by Technical Assistants (Medical) LAC Tom Hand, AC Joseph Poberge and AC John Morgan.

READY for your run in the chamber? Right! Firstly, a helmet and attached oxygen mask are fitted onto your head and face. Feeling like a man from Mars you, and six other nervous people, now enter "The Thing." F/O Stodart explains and demonstrates the various parts of your headgear and the mask. This equipment is to ensure proper and sufficient oxygen reception. A regulator on the arm rest beside you controls your oxygen supply and its use is explained to you, together with the use of the intercom system. Then one of the T.A. Meds checks helmet, mask, and oxygen; you are connected to the oxygen supply, and the heavy thick door clangs shut. Dr. C. J. Olson is standing by in case of emergency.

A RAPID ASCENT to 5,000 feet and down again is made to test your ears. With the increase of pressure can you clear your ears? If not, look out! They may perforate. When assured that normal reactions have been experienced, another ascent to 30,000 feet is made. At this altitude each person

is allowed to experience "anoxia" or lack of oxygen. Why? To enable you to recognize the effect of lack of oxygen on you and enable you to rectify the condition. So, as you watch six other people display their symptoms, you think, "Ah, I won't get caught on this one!" Then it's your turn. You are disconnected from the oxygen supply, handed a pencil and paper and asked to write your name. Easily done? "Will you please write the names of each person on your staff?" "Cinch" (you think), "one senior officer, three officers, four corporals, one, two, three . . . h-m-m-m there's another corporal, oh, well, three LAC's . . . now what was the name of that corporal? LAC . . . little warm in here. Hold out my hand? Ah-ha, fooled him. Look how . . . gosh, there's another corporal. Oh! . . . guess he said to put my hand down. Add my regimental number to 89? Simple!  $9 \times 9 = 81$ , or . . . yes, 81.  $9 \times 7 = 9 \times 7 = 9 \times 9 = 81$  . . . must hold this paper up a bit . . . light

(Continued on page 28)

EARLY



LATE



F/O Dave Stodart is pictured above in the early and late stages of anoxia (lack of oxygen) while at 43,000 ft. in the decompression chamber.

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U.N. Review

### CHINA IS MORE THAN A SATELLITE

Within the Communist bloc, it is apparent that China is now a second great power, and relations between Peking and Moscow increasingly reflect this fact. Joint goals and mutual interests are more than ever the foundations of the alliance. For China, Soviet experience and assistance are vital to its development plans, as is Soviet support for Peking's foreign policy goals. For Russia, the emergence of a Communist-ruled China has greatly altered the world balance of forces in its favour; it is no longer an isolated power, but the leader of a coalition extending over two continents and embracing

nearly a billion people. To maintain and strengthen this coalition, Russia is apparently prepared to make certain economic sacrifices on China's behalf and to accord the Chinese an important leadership role in the pursuit of overall Communist objectives in Asia. It is significant that, in an important foreign policy address in February, 1955, Foreign Minister Molotov spoke of the Communist "camp" as being headed jointly by Russia and China, rather than by Russia alone as it had usually been phrased in both Russian and Chinese pronouncements up to that time.

—Read S. B. Thomas: "Communist China and Her Neighbors." A "Behind the Headlines" pamphlet. (P. 14.)

## CURRENT AFFAIRS

Edited By



DR. L. A. GLINZ

Current Affairs Adviser—

Joint Services

### FIELD MARSHAL MONTGOMERY ON WEAPONS

"I want to make it absolutely clear that we at S.H.A.P.E. (Supreme Headquarters Allied Power Europe) are basing all our operational planning on using atomic and thermo-nuclear weapons in our defence. The reason for this action is that we cannot match the strength that would be brought against us unless we use nuclear weapons."

—Read "A Look Through a Window at World War III," by Field Marshal Viscount Montgomery in "Roundel," May, 1955.

### COOL RECEPTION OF RUSSIA'S ENVOYS

Late in May the mighty Soviet Union humbled herself by sending her two top men, Nikita Krushchev, Chief of the Communist Party, and Nikolai Bulganin, Premier, to Yugoslavia to try to heal the breach with Marshal Tito, Communist President of Yugoslavia.

Seven years ago, because Tito had asserted his independence of the Kremlin, he had been branded as "traitor," "bloodthirsty dwarf," "British-American spy and murderer." His country had been declared a foe and enemy of the Soviet Union and had been cut off from trade and social relations with all of Eastern Europe. But Tito and Yugoslavia had stood firm in 1948 and they stood firm again in 1955. They were now willing to trade, be friendly and be communist—but not to come again under the discipline of the Kremlin.

Garrulous and cocky Krushchev, who dominated the Russian delegation, did not make a favorable impression on the Yugoslavs. His first speech was patronizing and objectionable, his last speech a drunken rant about that "our agreement with Yugoslavia contributes to peace and lessens international tensions."

The agreement which was made provided for a normalizing of economic and cultural relations between the two countries and for joint approval of certain principles of foreign policy. But it left Yugoslavia free to control its own policy internally and externally and to have ties with the West. Marshal Tito held his own with the mighty men from Moscow, and the Western Powers breathed more freely when their communist protege demonstrated his independent.

\* \* \*

### CHINA AND ASIAN SENTIMENT

China has been particularly active and effective in using an Asian

### Agricultural Reconstruction in Korea

The United Nations Korean Reconstruction Agency's agricultural program has concentrated on repairing and expanding the bombed and neglected irrigation systems; bringing new land under irrigation and installing dikes to protect the paddies from summer floods; improving livestock breeds and eradicating animal and fowl diseases; restoring agricultural research facilities and agricultural information and extension services; replenishing forests denuded by fuel-hungry villagers; bringing new farming techniques to villages and providing materials and loans to enable small manufacturers to produce farm tools.



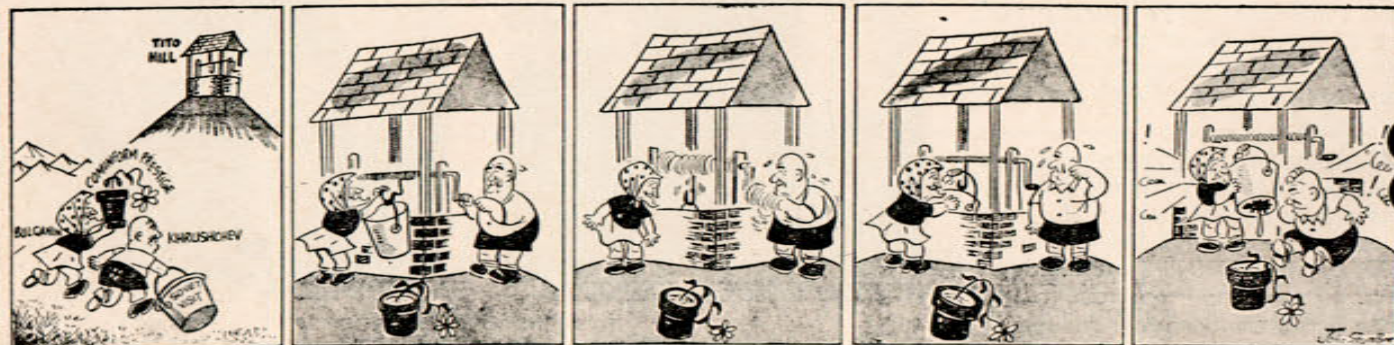
U.N. Review

### ADENAUER: A NEW LOOK AT EUROPE

Chancellor Konrad Adenauer has suggested an approach to the Soviet Union which deserves the thoughtful consideration of Mr. Dulles, M. Pinay and Mr. Macmillan in their New York pre-summit talks. For years past the Russians have threatened the security of their neighbors; their motives have been various but a central concern has always been the security of Russia herself. To that extent, the West can play a positive part in encouraging the new Russian leaders to move away from Stalinism and on to a more peaceable course. The Chancellor suggests a treaty with the Soviet Union based upon the controlled limitation of armaments, the setting up of a European security system and the addition of certain "special guarantees" which remain for the moment undefined.

—The Winnipeg Free Press, June 13.

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Edited by F/L R. W. GELLARD

### Station Bands Entertain

The Station Winnipeg Trumpet and Drum Band visited Lac du Bonnet, Manitoba, on Wednesday, June 8, the occasion being to participate in the Lac du Bonnet School District's Track and Field Day meet. The band, led by Cpl. "Rick" Feres as drum major, headed the parade of more than 600 school children around the town to the sport's field, where they played for the entertainment of both the children and the adults, conducted by the band instructor, Sgt. G. L. Rowe.

In the afternoon the children were entertained by both the Trumpet and Drum Band and a good showing of our new Brass and Reed bandsmen. To add to the children's fun a "jam session" was held around the piano in the Legion Hall by some of our station bands' personnel.



Members of the band gave an impromptu concert to school children in the local hall.



The trumpet and drum band leading the parade.

### "Squadron Move"

EDMONTON—The Royal Canadian Air Force 435 transport squadron has been informed it likely will move from Edmonton's municipal airport to Namao by the end of this year. Air Cmdr. H. M. Carscallen, air officer commanding air transport command, said the Edmonton-based squadron, which flies the C-119 Flying Boxcars, will move into the new cantilever hangar at Namao as soon as alterations to the structure have been completed. The air commodore made his annual inspection of the squadron Friday and returned east Saturday. He conferred with Wing Cmdr. W. C. Klassen, 435 squadron commanding officer, and later visited the new hangar being constructed at Namao. The addition of Sikorsky and Piasecki helicopters to air transport command was explained by Air Cmdr. Carscallen. He said 10 helicopters are based at Knob Lake, Ont., and are being used in connection with the mid-Canada radar chain.

### "30 Man-Made Radar Islands Launched"

QUINCY, Mass. — When placed in operation, these stations will be part of the Continental Air Defence Command's early warning network. They will serve also as weather reporting stations. Since their inception on top-secret drawing boards, these triangular structures have been referred to as "Texas towers," after the offshore oil drilling rigs in the Gulf of Mexico.

### "Air Defences in North Under Study"

OTTAWA — Canadian and United States planners, it is learned here, now are studying the need of pushing the fighter defences — that is, airfields, squadrons and aircraft control radar — farther north. The RCAF itself has less than 10 interceptor squadrons. Back of this new look into things having to do with northern defences are reports of great strides being made by Russia in weapons development. In point of fact, a blunt Canadian warning voiced last fall apparently is coming home to roost. Early last September senior defence officials said the West was losing ground to the Russians in weapons development. In the last two years, Canada and the U.S. have been paying more attention to the North American defence system. Officials believe Russia would have to knock out this continent's industrial power if it hoped to win a major war with the West. Consequently, a better defence system for North America might deter Russia from making an air onslaught on Canada and the U.S.

### "A/V/M Guthrie New President of Air Force Association"

OTTAWA—Air Vice-Marshal K. M. Guthrie, of Edmonton, was elected national president of the Royal Canadian Air Force Association at the two-day national convention which ended at Beaver Barracks last week. AVM Guthrie succeeds AVM G. E. Brookes, of Toronto, who becomes Grand President of the 8,000-member air force veterans' association. Among the several resolutions passed was one urging Defence Minister Campney to consider establishment of a separate air force cadet college, at either Trenton or Camp Borden, both traditional air force centers. Joint services colleges exist at Royal Roads, B.C., considered a naval center; at Kingston, regarded as an army school; and at St. Jean, Que., for both army and air force.

### "Guided Missile Policy Still Up In the Air"

VICTORIA—It remains to be seen whether the air force or the army will take over operation of guided missiles in Canada, Maj.-Gen. J. M. Rockingham said in a recent interview. The best brains in Canada, the United States and the United Kingdom are working on a new anti-aircraft policy. But "I don't think anyone really knows what the answer is yet." Guided missiles, he explained, will have to contend with "very, very fast, and low and very high flying aircraft."

### "Soviet Planes Coming Here for '56 Show"

TORONTO—Planes of the Red Air Force will fly over Toronto as participants in the 1956 Canadian International Air Show, it was announced here by Dmitri Stepanovich Chuvakhin, Soviet ambassador to Canada. It was late, the ambassador apologized, to provide aircraft for this year's show, which took place June 4 over the CNE waterfront. Six observers flew here from Moscow to see both the Canadian International Trade Fair and the 1955 air show, which concluded the fair.

### "Revolutionary 'Chute Revealed by Scientists"

TORONTO — A revolutionary new parachute, which spins like a helicopter rotor during the first part of its fall, then closes until near the ground to permit high-speed cargo drops, was outlined here by two federal government scientists. The device was developed for high accuracy in supply drops. A current model, which has an 80-inch flat diameter, can land a 220-pound load on the proverbial dime. This model has a load landing speed of approximately 100 feet a second, compared with a landing speed of 20 feet a second for conventional drops. Loads are protected at impact by a special collapsible steel container, also developed by H. T. Stevinson, head of the National Research Council's special research projects.

### "Mynarski Memorial"

WINNIPEG—An attempt is being made to locate former flying mates of P/O Andrew Charles Mynarski, V.C., Winnipeg war hero, to have them donate an engraved plaque to be presented at the opening of the new Andrew Mynarski junior high school next fall. F/O Jim Kelly, now an accountant with Trans-Canada Air Lines here, has begun the hunt from addresses on old Christmas cards.

### "Nato Brass Opens Parley"

ANCHORAGE—Eighty military leaders charged with the defence of the North American continent's western borders opened a four-day parley here earlier this month to discuss "mutual problems." The representatives of the United States and Canadian armies, navies, air forces and air borne units were the guests at Elmendorf Air Force Base of Lt.-Gen. J. H. Atkinson, commander-in-chief of the Alaskan Command. This was the first conference of its kind to be held in Alaska.

### "U.S. Arms Future Tied to Missiles"

WYANDANCH, L.I. — Edwin G. Speakman, general manager of the Fairchild Engine and Airplane Corporation's guided missile division, said that in five to ten years all of the country's "final phases of defence and offense" would be undertaken with guided missiles. Mr. Speakman, who also serves as a consultant to the Department of Defence, said that production of guided missiles was so complex there was no phase of their manufacture in the United States that was not in some way related to the work of his engineers. The executive said he employed more than 30 different kinds of engineers and that many required specialized training after years of formal schooling.

### "Rocket Program Revealed"

TORONTO—Dr. G. N. Bull, head of the aerodynamics section, at Carde, Que., described and showed pictures of the ballistics range at Carde operated by the Defence Research Board. In this range, missiles have travelled at speeds up to Mach 6, which is six times the speed of sound, about 4,550 miles an hour at sea level. The range could be used for missiles travelling at Mach 8, 6,000 miles an hour. It is one of three of its kind in the world and considered the best for many types of projects. In it, Canada tested the Heller, her new anti-tank weapon, and has also fired missiles of American manufacture.

(Continued on next page)

### CANADIAN BEAUTIES



WEST COAST CUTIES

Big attraction for shutterbugs at Vancouver's Photorama show are these photogenic beauties who will compete for the title of Miss Photorama. Top to bottom, left to right, they are Ethel Felkir, Enid Blackwood, Cory Archer, Lillian Wallace, Lily Timo, Elizabeth Paterson, Reta Kappel and Phyllis Lenko. Sorry men, no statistics quoted.

Winnipeg Tribune

Vancouver Sun

Canadian Press

## NEWS

(Continued from page 7)

### "A New Radar Sonde"

First test flights of new equipment—the Radar Sonde Theodolite—designed to replace the existing radio sonde and radar wind-finding apparatus, are now taking place at the Meteorological Office, Crawley, Surrey.

The Radar Sonde Theodolite, which will give more accurate observations from greater ranges, consists of two parts—a miniature combined radio receiver and transmitter and the measuring apparatus, and equipment at the ground station. The ground equipment receives and records signals from the balloon and, following by radar its movement through the atmosphere, automatically computes the wind speed and direction at each height as the balloon ascends.

The most marked advance offered by the new equipment is its ability to compute the upper winds when the balloon has been carried distances of up to 100 miles, compared with only 50 miles with existing equipment.

### "Posting"

OTTAWA—Flt. Lt. Harold E. Booth, CD, son of Mrs. E. Booth, 312 Cambridge, has been transferred from 14 Training Group Headquarters, Winnipeg, to the post of senior supply officer at RCAF Station, Gimli, Man.

### "Canada Air Buildup Expands"

OTTAWA—New clues to a coming vast air defence buildup in Canada are in evidence here, and it appeared likely that most of this buildup—airfields, control towers, hangars and housing for personnel—will be undertaken by the United States. One authority said the Canadian Government is anxious to have American servicemen who probably will do the job designated as forces of the North Atlantic Treaty Organization. This would partly get around the touchy—for the government—matter of Canadian sovereignty in regard to U.S. forces in Canada. In the field of hemisphere defence, we (Canada and the U.S.) have had—and will have—great and complicated problems to face. We know that this continent must be defended as a whole or lost as a whole.

### COVER STORY

The Air Cadets make their bi-annual visit to Fargo, N.D., where the local CAP Cadets play host. See center fold for more pictures.

Photo by L. Gratton

### "Air Veteran Retiring"

OTTAWA — Group Capt. H. W. (Archie) Hows, 52, of Ottawa, commander of the RCAF Supply Depot in Moncton, N.B., will retire next July, after 29 years' service.

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# Chaplain's Page

## GREEN TONGUES

By S/L LEO LAFRENIERE,  
Group Chaplain (R.C.)

A JEALOUS PERSON is said to have the "green eye," probably because that domesticated feline, the cat, with its green eyes, is one of the most jealous and envious creatures in the world. The "green eye" can't see anyone else getting love, attention, honor, prosperity and contentment, without considering it an insult and a disgrace to the possessor of the eye. There may be some technical distinction between jealousy and envy, but the two emotions have this in common that they make the jealous and envious person sad discontented and rebellious.

As long as the sentiment stays within one's heart, little damage is done. In fact, the sincere person who wrestles with these feelings and controls them is improved by the interior struggle. He gradually comes to the point where anyone's happiness makes him happy too. Unfortunately, this green bile has a tendency to explode and frequently does so, if not in physical violence, like the scratching of a cat, at least in vocal violence, which does perhaps more harm. The tongue becomes the paint brush, dipped in this poisonous green stuff of jealousy and applied, usually from behind, to the other person's reputation and good name. The "green eye" fills the mind with green jealousy, which is put to its vile use by the green tongue.

Thoughts on the "green tongue," which is another way of saying "Gossip," are usually considered of importance for women only. Without arguing that question, it is safe to point out that in the services, particularly in the peacetime camps,

a word about gossip is as important for the good of the men as for the good of the women. Reckless gossip is, in fact, one of the most common and most injurious habits of camp personnel. Psychologists would probably explain this by the fact that a camp is to a great extent a "closed" community with a life and routine all its own with a great deal of personal contact, day in and day out, between the inhabitants and with a silent but powerful sense of competition for promotion, advancement, self-protection, etc. All the artificial stimulants which are necessary to keep military men on their toes in peacetime operate, unfortunately, to promote jealousy and envy, which are the sources of gossip.

A few moments of calm, unprejudiced thinking should show anyone how foolish and despicable gossip is. The famous columnist, Dr. Brady, has pointed out that a great many people die because they listened to Doctor Ben Told. "I ben told this and I ben told that" explains fatal treatments of many aches and quakes in the human system. Mr. Ben Told is responsible in the same way for the deaths of many good reputations, for the heartbreaks and broken homes, which gossip, based on "ben told" produced. The victim of gossip may be compared to a man lost in a blizzard. He feels himself in the grip of an encompassing enemy that he can't grasp and struggle with. He is bewildered, suffocated, pushed here and there cut off from his usual surroundings and finally weighed down to the ground. A wound inflicted by gossip is the

most cowardly blow in man's repertoire.

Woe to the camp where everyone is uneasy because of the reign of gossip. No one feels safe, relaxed, in the best condition to work and live at top efficiency. It is in the interest of everyone to banish gossip, to discourage and frown on it, to react against it with the most brotherly interpretation of every other man's words and deeds. In this atmosphere everyone is lifted up, mutual confidence and help are multiplied, the sense of community blends the talents of all into a strong, united front, to the benefit of each and every one. Is your tongue green?

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By F. L. J. A. YEOMAN'S  
RAF Exchange Officer

An immense area of the land mass of Canada is little populated, undeveloped, and, until recently, unmapped terrain covered with thick timber; this giving way to bush and lakes, with the vegetation becoming less as we go further north to the frozen barren wastes of the Arctic. Much flying is done over these areas and a great problem is posed in the location and rescue of any aircraft survivors unfortunate enough to have been forced down for any reason, away from habitation. Normally it takes several hours before a search can be laid on, and with the terrific areas to be searched, unless the aircraft is very conspicuously placed much time can be taken in locating it, or its crew. The search is of little value if those aboard the aircraft are dead when found, and this could easily be the case if they are ignorant of the means of survival, particularly during the winter months. This is especially the case in the Arctic, where, with up to 90 degrees of frost, human beings would soon be reduced to blocks of ice unless they know how to go about keeping alive.

With the increasing importance of Arctic flying, and in case of an outbreak of war necessitating flying over areas such as those described, much thought must be given to the problems of survival to enable aircrew members to be rescued. The RCAF Survival Training School endeavours to do just this.



## PART II

### OFF TO THE ARCTIC

(Continued from June 11)

ON arriving back at Station Edmonton we had a welcome shower, an enormous meal, and then exchanged all clothing that was unserviceable. We had, by this time, learned the importance of adequate and good-fitting clothing, and all checked and re-checked the equipment we were to take to the Arctic.

At four o'clock in the morning we arose, packed, had breakfast, and boarded a C-119 bound for Cambridge Bay. The aircraft stopped for refuelling at Yellowknife, where the temperature was 30 below and a strong wind was blowing. We wandered around outside the aircraft, receiving our first taste of Arctic conditions. We arrived at Cambridge Bay shortly after midday and were greeted by a colorful crowd of local inhabitants. This was the first time most of us had seen the dog teams and Eskimos in their native setting. It was amusing to see that some of the Eskimos had expensive cameras and were taking our photographs.

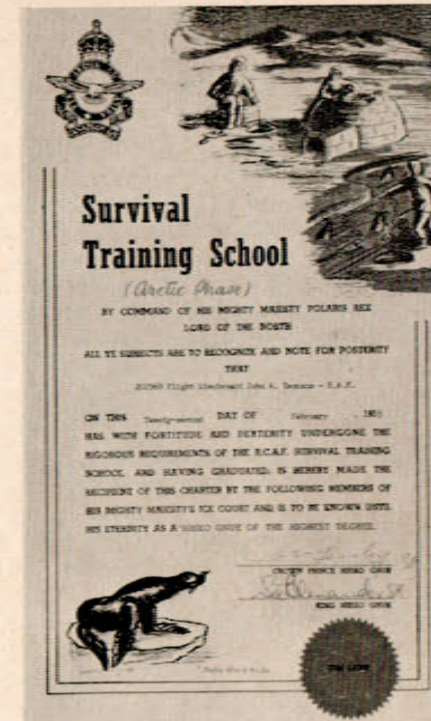
On disembarking from the aircraft we wasted no time standing around, but formed into a column and marched off into the wilderness. Five miles from the airstrip we came upon a collection of five igloos. This was to be our home for the next week. It did not look particularly inviting, and as we were to be four men to an igloo we were one igloo short. Accordingly, the two Eskimos who were to give us Arctic instruction, demonstrated their amazing dexterity with a snow knife, and before the

amazed eyes of the course built a sixth igloo within a matter of forty minutes. They made it look so easy that we could give little credence to the story that we had heard that no white man could build an igloo, even if he had lived in the Arctic all his life. After a few days attempting more simple construction, I, for one, could well believe it.

#### NO RATIONS!

At this time of the year within the Arctic the days are very short, and by three in the afternoon it was getting quite dark. The temperature was down to about forty below and a strong wind was blowing. We had been active since four o'clock in the morning, were cold, tired, and hungry. It was then that the bombshell descended. We were informed that we would be issued with no food at all that day. We divided into our various camps and were given two igloos per camp. Splitting into two groups of four we entered our new home. They were pretty cool and we were not very happy.

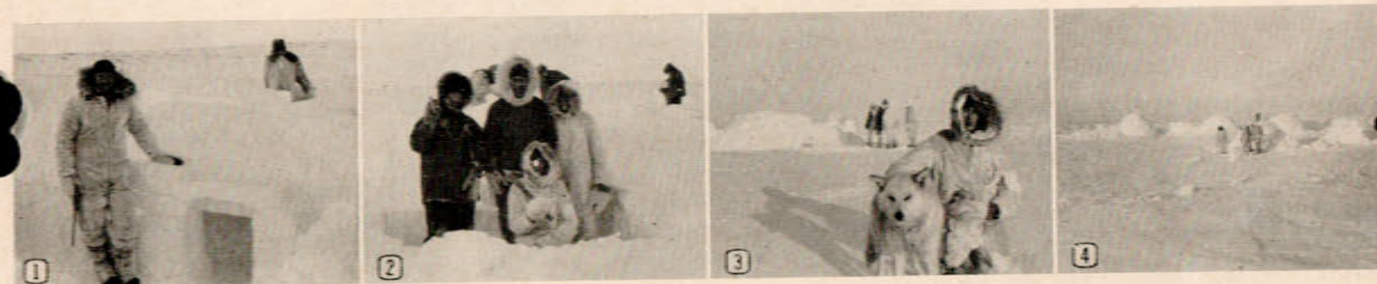
Caribou hides were issued and these were placed on the snow shelf inside the igloo they acted as the bed. The overall dimensions of an igloo are about 8 ft. in diameter and 5 ft. high. A step is cut down into the snow to serve for cooking and to enable the occupants to stand without touching the roof or standing on the sleeping shelf. Space is very restricted and the minimum of moving around essential. Organization of all equipment in the igloo must be of a high order to accomplish this. On entering the igloo for the night the last step is to take a snow block inside and to seal the small door. Small Primis stoves were issued for cooking purposes, together with a limited amount of fuel. A half candle per igloo was given out for lighting



and heating purposes. The first night, naturally, the stove did not work, and the task of entering our sleeping bags was not enviable. If getting into a sleeping bag after removing one's clothes needed much effort, getting out and getting dressed needs at least ten times as much. All clothing that was removed was taken into the sleeping bag with you in order to thaw it out and keep it dry.

Our first day in the Arctic was spent learning to cut snow blocks and the construction of aircraft warning signals. Instruction was also given on the following subjects: Prevention of frost bite, use of survival equipment, construction of various Arctic shelters, travel and navigation in the Arctic, Arctic hunting techniques, and fishing and fish net setting through the ice. All

(Continued on next page)



1. The Writer, is shown beside his two-man fighter trench. 2. Several of the local Eskimos come visiting. 3. The Mountie and his Friend. 4. An overall view of the igloo camp-site.

## SURVIVAL

(Continued from page 11)

instruction was consolidated by practice.

F/O Grant, who was our instructor in both Bush and Arctic, was most accomplished in his job but was considered by some to be a pretty heartless man. He enhanced this reputation on this day by announcing that we were to get no food on this day either. Albeit we were to receive rations the following day. He added we could have sips of warm water if we so desired.

All the members of the camp seemed to be in quite good spirits, and we retired early to our sleeping bags in order to keep warm. After a remarkably good night's sleep, all the chaps rose in good spirits, looking forward to the promised rations. These were issued during the morning and turned out to be the carbohydrate survival rations. These consist of four jelly candy squares, two shortbread biscuits, four vitamin C tablets, and enough instant coffee to make four cups.

### NEW SHELTERS

This day we split into two-man teams and constructed our own two-man fighter shelters. This is the type of shelter that would be built by any aircraft crew of one or two members, it being comparatively easy to construct. It is, in fact, an elongated igloo, to hold one or two people. These shelters had to be good as we were to spend this night in them. In late afternoon we crawled in, sealed the door, and settled down to wait for the morning. Remarkable enough, most people managed to get a good night's sleep, with certain exceptions. Until this time the only cases of frost bite had been minor in nature and easily remedied. However, during this night in the fighter trenches two people froze their feet and one had to be evacuated by air with frozen toes on both feet.

Once again we were issued with the jelly rations and we returned to the new very welcome igloo to make some coffee. It is amazing how one's standard of comfort can become adjusted to varying conditions.

On the fourth day in the Arctic we continued with our outdoor

instruction, and this included a demonstration of erecting a glacier tent. This is the type of tent that was used on the Everest expedition. With the icy wind blowing, one could not remain outdoors for extended periods, and constant visits to the igloo to thaw out were necessary.

On the morning of the fifth day we were issued with a small quantity of solid rations. Food had now become all important, and the morale of the camp soared at the thought of a hot meal, be it ever so humble. We cut holes through the ice, no mean feat when the ice is six feet thick and as hard as concrete. Within a few minutes of the first hole being cut, two lake trout about 18 inches long were hauled out and it appeared we were all to eat well that night. Unfortunately, the fish must have been warned, for that was the camp's only success. Many was the frozen nose that went unrewarded. On this afternoon we erected and moved into our glacier tent, and with the Primis stove going full blast we were able to keep quite warm, and in our tent we held a quiz during the evening to see what we had learned so far. In the morning, I gave the boys a treat and made



Building an Igloo

Nat. Def. Photo

them breakfast in bed. This is quite an achievement, considering the size of the tent and the fact that four sleeping bags were spread on the floor. Talk about the fourth man in a phone booth! This day we were to be shown how to build a para igloo, which is made by building a wall of snow blocks about four feet high and also a pillar of snow blocks in the center to form a centre pole. Over this is draped a parachute and a cross between a tent and an igloo is achieved. It was planned we should spend one night in this type of shelter. As luck would have it a storm blew up and we had to quickly break camp and move back to Cambridge Bay permanent buildings before we were marooned. The temperature was now about 50 below and a strong wind was blowing snow, cutting visibility down to a few yards. We marched in a column of twos, maintaining contact with each other all the way to Cambridge Bay. At frequent intervals each of the pairs would check one another for frost bite, a practice that experience had taught us to observe.

Once back in Cambridge Bay, we were housed in a quonset hut, and

(Continued on page 29)



**STILL THE BEST**  
**— FOR YOU**

A CHOICE OF CANADIANS SINCE 1877

**DREWRY'S**

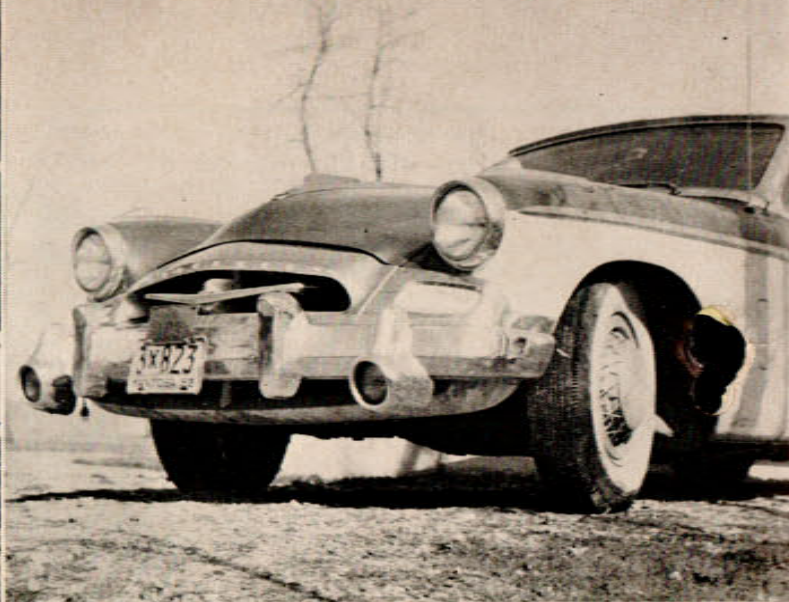
**DRY GINGER ALE**

**LIME RICKEY — TOM COLLINS — CRYSTAL SODA**





The only angle viewed with equanimity!



A tough practical front, rather spoiled by too much chromium.

## AUTOMOBILES

By PETER McLOUGHLIN

VOXAIR ROAD TEST NO. 4/1955

# STUDEBAKER SPEEDSTER

*In company with Ford and General Motors Studebaker have entered the field of semi-sports machines and have produced an interesting car which I was delighted to get my hands on. The trusting owner, who happens to be the Canadair representative at Station Gimli, had been extolling the virtues of his machine across the office desk for the past four months. To try and put a stop to this babbling, which I had to endure every day, I challenged David Ross to let me drive the car. This is the result.*

David Ross at the Wheel



THE Speedster is basically a Studebaker two-door hardtop which has been modified. The chassis has been strengthened, an extra ton of stainless steel (chrome) has been added, a V-8 engine developing 185 b.h.p., power steering, automatic transmission, power brakes, beautiful leather upholstery, a completely new dash and, of course, such things as heaters and radios are standard. The price is exceptionally high, partly because the car is made in the States, and retails complete, as above, in Winnipeg for \$5295. If it were \$1000 less here I'd say it was a reasonable buy for what it is.

More care has evidently been taken with both the details of exterior and interior, as well as with the engine

compartment. The paintwork is probably the best I've seen on an American car, but, I repeat, it is spoiled by some moron's idea of beauty—tasteless, senseless chrome. The lines, as we all know, are very good, and I hope Studebaker will always show such pleasing individuality. The solid wire wheels add to the lines, but those mud-scrapping fog lights will suffer an early demise on the gravel roads of dear old Manitoba. The underside and front suspension are happily solid, which is more than I can say for the exhaust system which hangs down and invites rough treatment. Because of the low build of this car the owner suffers for luggage space, a situation aggravated by a spare wheel taking up half the room.

If you are one of those owners who love fiddling you'll revel in the Speedster's engine room; even a sardine would have difficulty finding spare accommodation. The majority of components are accessible from the top, but anything lower down would be difficult to get at. Like the Thunderbird, this engine also sports a cowled cooling fan for more efficiency.

For the most part the interior is extremely well designed and finished. The leather is of first quality, yet I'm at a loss for a reason to explain why the designer put in 'cowboy' stitches on such a fine car. Perhaps they are intended to supply the rustic touch, but to me they just look crude and spoil an otherwise lovely job. The instrument panel is engine turned and with its instruments is the best and least ostentatious on the continent. The driving position, visibility, pedals, and layout are above reproach. The rear seat is amazingly comfortable. One point though—why no cubby hole for odds and ends?

As a road car for long distance travelling the Speedster is almost ideal. Despite a steering ratio of five turns lock to lock, the car shows no tendency to wander, and at cruising speeds of 80 and 90 gives you the feeling of complete safety combined with effortless travel. Though the steering is nice at high speeds it tends to be cumbersome when moving slowly. What is the use of power steering if, although giving you easier handling, it doesn't increase the roadability, especially on a sports type car. Personally, I felt the road-holding was superior to that of the Ford Thunderbird and there was no tendency to float. However, being an old-fashioned diehard, I would greatly value a floor shift and a manual transmission. This car is designed partly to give the owner fun while driving, and who can take delight in ploughing around with a "mushomatic" mess? The type of road surface failed to have much effect on the Speedster and as a result speeds of 70 to 80 were quite safe on gravel top roads.

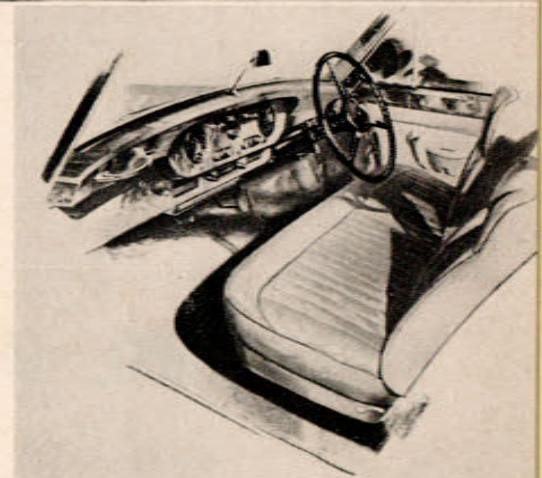
Unfortunately, the engine of this car was not in first class tune so that acceleration and speed runs do not show the true performance. From 0-60 we could only obtain a time of 18 seconds which is worse than a 1953 Chevrolet! The highest top speed seen was an indicated 104, though I'm sure the car will do a genuine 107 to 112 if properly tuned. Even passing acceleration was abnormally slow, giving a mere 12 seconds from 50-70. I'm hoping I can persuade David to let me drive his machine at a later date when she's in good tune, and perhaps I can improve on these poor figures.

As to likes and dislikes, I've quite a few. To begin with the dust sealing is poor for a car of this price. But I do like the brakes—smooth, progressive, and well able to stop the car without any fuss from all speeds. Strangely enough there was no increase in the pedal pressure required to stop the car if the engine was shut off and the drive selector placed in neutral. The outside mirrors are a farce, and of no use unless you wish to observe the birds. The hand brake location is even more deplorable, and to use it you have to bark knuckles, and lose your temper into the bargain. Praise the Lord, at last we find an American manufacturer who produces TWO-speed electric windshield wipers! One more large gripe—the car is virtually useless in Manitoba because of the abnormally low clearance. You bottom—scrape and grind on the smallest bump.

Finally, let me say that this is a most attractive machine, which combines looks, quality and performance to such an extent that it is an even greater pity that the irresponsible idiot who manhandles the chrome was allowed to spoil the picture. Knock a thousand off the price, remove the chrome, install a manual transmission, and I'd give the Speedster an unqualified recommendation to the man who likes fun in his driving, but insists on a domestic car.



The magnificent Silver Cloud, beautiful from any angle. Traditional radiator is still retained. Massive bumpers to protect the owner from the mistakes of others!



Redesigned front compartment; note the luxurious tilted seats. Automatic transmission is now standard.

—Courtesy Rolls-Royce.

## SILVER CLOUD

## HEARSAY

Moves are definitely afoot to bring out a revolutionary flat six Citroen later this year—a new body and cruising speed of 90 are forecast.

This year's Sunbeam will offer a six-cylinder engine, and a redesigned body, but will not be much larger.

It doesn't appear that the smaller of the two Nash Ramblers will exist in the near future.

Chrysler may drop their disc brakes on the Imperial next year—cost too much, and don't stop the car so well. Disc brakes are forecast for the motor industry in general by 1959.

Together with the world's motoring population I bow my head in sorrow at the regrettable death of Alberto Ascari several weeks ago in Europe. Twice World Champion he had followed in the footsteps of his father who had died a like death before the war—at the wheel of a racing car.



Cadets of the Civil Air Patrol, Fargo, N.D.

Cadet Band in Fargo. Under the command of Drum Major J. Fitzpatrick of No. 176 Optimist Squadron.



Pictures by L. Gratton

CAPC

CIVIL AIR PATROL CADETS

RCAC

ROYAL CANADIAN AIR CADETS

Reception at Fargo: Left to right, Majors Cannon and Hunt of the Civil Air Patrol, S/L F. Mellor, Conducting Officer for the Band, Cpl. J. H. Dunn, Training NCO for Manitoba and N.W. Ontario Air Cadets.

Cadet Lt. Otway of the CAP and Cpl. Jones of No. 3 Wing Band in a friendly handshake at a Banquet given by the Cadets of the CAP.

Senior Cadets at the Banquet given in honor of the visiting Cadets from Manitoba and N.W. Ontario.

Mr. E. Vopni, President of the Manitoba Provincial Committee of the Air Cadet League of Canada.



# JIVIN' WITH *Jackson*

## HISTORY OF JAZZ Part II

(Continued from May 13)

TODAY New York's 52nd Street, the two blocks between 5th and 7th Avenues, is closing down. Jimmy Ryan's is about the last remaining bulwark standing between Sidney and Wilber de Paris and the parking lots and new office buildings that are taking over the street. But in the early 40's the story was different. It was known as Swing Street then, because almost every doorway was the entrance to a small club featuring jazz. Mostly the bands in these clubs had three to eight men, but *once* Count Basie went into The Famous Door with 16 guys and nearly knocked the roof off that establishment. It was like having the New York Philharmonic in a phone booth. The original 52nd Street spot, the Onyx Club, had been a speakeasy run by a couple of musicians. It was still flourishing, despite the failure of the Noble Experiment, and it saw its competitors grow up around it.

Bob Crosby's gimmick, back then, was to have a big swing band with a Dixieland flavour built in. He managed this by putting a clarinet on top of the brass section and by playing big band arrangements of Dixieland tunes like "Panama," "Wolverine Blues" and "High Society."

Swing was the thing—to such an extent that even the less hard-driving dance bands of the day had a definite swing flavour to them. Glen Miller's band rocked, but gently, and Tommy Dorsey billed himself as the "sentimental gentleman of swing."

Kids danced to this music, no matter how frantic the tempo. Crazes like the Big Apple, Truckin', the Shag, the Lindy, were all summed up as jitter-bugging. Did I say kids danced? They could hardly be *restrained* from dancing, even in the aisles of theatres where bands played stage shows. Crowds lay in wait for Goodman, Miller, and Shaw at theatres and ball-rooms; the appearance of any of these gentlemen at a local palace caused a truancy problem. Once,

when Goodman came out of a temporary retirement, the crowd at a Philadelphia theatre was so great that a policeman's horse was trampled in the rush when the doors opened.

World War II saw the birth of a cult in New York playing music with a new flavour, mainly at a joint in Harlem known as Minton's Playhouse. These were the original "cool" musicians, among them Dizzy Gillespie, Charlie Parker and Kenny Clark. The new sound spread in rapid waves among the relatively few jazzmen who were left in civilian clothes, and soon most of the 52nd Street clubs were featuring what was known as Rebop, Bebop, and finally Bop. There was less straight rhythmic drive in Bop than in Swing, because the accents in the music were varied and unpredictable, so it came to have an almost cerebral sound, a sound much less emotional than the old jazz. Early bop tunes were generally the chord patterns of well-known standards to which new melodies with bop infections were fitted. Songs like "How High the Moon," "Fine and Dandy" and "Back Home in Indiana" got quite a working over by the boppers.

The big boy of the hour was trumpeter Dizzy Gillespie. He wore a beret, dark glasses and a goatee, and soon all of his rapt listeners were sporting chin whiskers, horn rims and French-style lids. One night Dizzy walked into a club wearing a miner's cap with a lighted lantern on the front of it, and a devoted follower cried, "My God, Diz, that's a little too much to expect of us."

NEXT thing that happened was that the big bands began to incorporate the bop sound. Woody Herman, Stan Kenton, Boyd Raeburn, and Dizzy's own big band were notable for this. Big band jazz as we know it today swings a great deal more than pure bop did, but is a great deal more complicated than swing was. Examples

are the rich instrumental tapestries of Sauter-Finegan, and the new Basie—the same fine old Basie with a few new ornaments hung on it.

One very important happening since the war is the tremendous upswing in the record business. This has done more than any other single thing to bring jazz to the average person. Today we have a boom in jazz, and not only the post-bop "progressive" music of guys like the Dave Brubeck Quartette, either. No matter what kind of jazz you like best, whether it's the banjo-tuba stuff, the ultra-modern "cool," or swing, it's being played today and it's being recorded today.

Which is the true jazz? Brother, it's all jazz and no matter whether it's hot or cool it still can be exciting.

### The New York "Times" List Best Jazz L.P.'s of 1954:

- Les Brown Palladium Concert (Coral)*
- Jazz Goes to College—Brubeck (Columbia)*
- Buck Clayton with Woody Herman (Columbia)*
- Eddie Condon (Columbia)*
- Sophisticated Swing—Elgart (Columbia)*
- Seattle Concert—Ellington (Victor)*
- Erroll Garner (Columbia)*
- Bobby Hackett (Capitol)*
- Jazz Studio Two (Decca)*
- Inside Sauter-Finegan (Victor)*
- Artie Shaw (Victor)*
- Fats Waller (Victor)*
- Lionel Hampton Quartet (Clef)*

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## CINEMA

July 1  
TROUBLE IN STORE (A)  
Norman Wisdom Mary Rutherford

July 3  
TIGHT SPOT (A)  
Edward G. Robinson Ginger Rogers

July 4  
THE MAN BETWEEN (A)  
James Mason Claire Bloom

July 5  
PANIC IN THE STREETS (A)  
Richard Widmark Paul Douglas

July 6  
CREATURE FROM THE BLACK  
LAGOON (A)  
Richard Carlson Julie Adams

July 7  
HOBSON'S CHOICE (A)  
Charles Laughton John Mills

July 8  
BIRD OF PARADISE (G)  
Deborah Paget Jeff Chandler

July 10  
MAGNIFICENT OBSESSION (G)  
Jane Wyman Rock Hudson

July 11  
NO WAY OUT (A)  
Richard Widmark Linda Darnell

July 12  
PLAY GIRL (A)  
Shelley Winters Barry Sullivan

July 13  
TWO FLAGS WEST (A)  
Cornel Wilde Linda Darnell

July 14  
NEW ORLEANS UN-CENSORED (A)  
Arthur Franz Beverly Garland

### VOXAIR VIXEN

Latest Hollywood sensation is Joan Collins, newcomer from England, who has a starring role in Warner Bros.' "Land of the Pharaohs," Howard Hawks' Cinema-Scope production.

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Voxair Vixen  
Joan Collins  
Courtesy Warner Bros.

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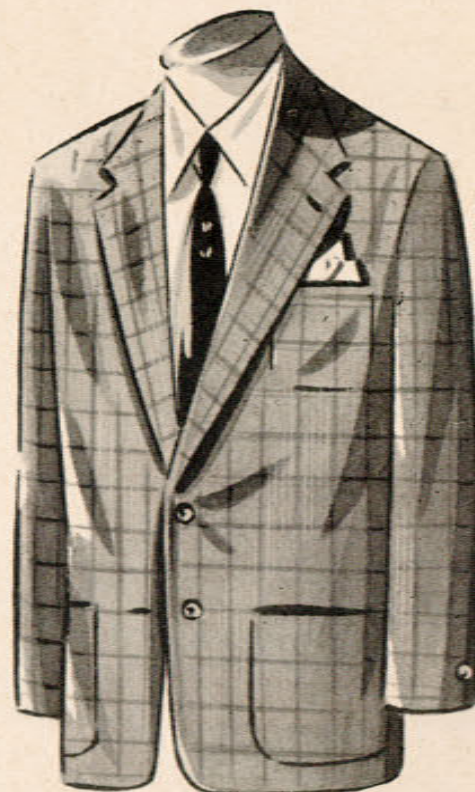
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Your new "Baycrest" sportscoat sets the pace anyplace! All-wool coats in sizes 36 to 46 including tall and shorts . . . featuring the new dark tones, and medium tones for summer wear!

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HBC Men's Casual Shop, Main Floor.

**Hudson's Bay Company**  
INCORPORATED 27 MAY 1870.



## GRADUATING CLASS 5409 (AI)



Left to right, top row: F/O R. J. Gabriel, F/O J. H. Sullivan, F/L B. Collings (Instructors). Bottom row: Sgt. B. P. Lissner, F/C L. P. Parker, F/C W. Griba, Q/M J. C. P. Dumazy, F/C R. C. Dawson, F/C K. D. Thomas, Seaman 1st J. C. Jaffry, F/C J. A. Nicholson, F/C G. P. Vincent.

L. Gratton

### Robert Charles Davison

Better known as "The lost waif."  
Hometown: Coborg, Ont.  
Favourite Expression: "I'm getting square-toed shoes so I can stand closer to the bar."  
Favourite Pastime: Lazing.  
Appearance: Suave.  
Ambition: To ride in the front seat of Parker's so-called car.  
Where Usually Seen: Pushing Pat's car.  
Probable Fate: Parker's chauffeur.  
Pet Peeve: Cars out of gas.

### Gregory P. Vincent

Better known as "Greg" or "Vince."  
Hometown: 'Tarana' (Toronto, to you).  
Favourite Expression: "Don't give me a hard time."  
Favourite Pastime: Bolstering NPF via the bar.  
Appearance: Yellow-green, clutching a

honk-bag and wearing shades and white shoes.

Ambition: To invent a device to separate alcohol from liquor automatically discarding the undesirable ingredient. Also to find a flask proofed against GLCC.  
Where usually seen: Skiing.  
Probable Fate: Loblaw's — wrapping groceries.  
Pet Peeve: This thing called AI.

### Lionel Patrick Parker

Better known as "Those men," 'Park,' 'Farouk,' 'Sidney,' 'Fatzpatrick,' 'Flab,' 'Protoplasm!'  
Hometown: Vancouver, B.C.  
Favourite Expression: "Oh, very well."  
Appearance: Large.  
Ambition: To own a self-supporting car.  
Where Usually Seen: Driving a Hillman with six men (or more) in it.

Probable Fate: Owner of a Volkswagen.  
Pet Peeve: Nicholson.

### Kenneth Densmore Thomas

Better known as "the Kid."  
Hometown: Niagara Falls, Ont.  
Favourite Expression: "I ain't no boy!"  
Favourite Pastime: Phoning Ann from the Met.  
Appearance: Running.  
Ambition: To raise chickens and children in Niagara Falls.  
Usually Seen: Writing a book on women.  
Probable Fate: Janitor in his own nursery.  
Pet Peeve: Not getting a letter from Ann every half hour.

(Continued on page 30)

# Today in SPORT

By F/O RAY GRIFFITHS



## SOFTBALL

On Sunday, May 29, the Telecom airmen challenged the airwomen to a softball duel. The score? Well, no one knows officially, as the score-keeper ran out of fingers and toes, but we hear the airmen copped the decision. From the comments, we gather that an enjoyable time was had by both players and spectators.



Frederickson

Top—l. to r.: Jim Russel, "Goldie" Glover, Joan Steeves. Center—Star pitcher, Ann Jorgenson. Bottom—l. to r.: Jim Russel, Aggie Oronoski, Liz Irwin, Audrey Wrighton, "Goldie" Glover, Rose Gagnon.

## FASTBALL

The RCAF fastball team opened the season on May 17th losing to RCMP 6-5 in a close game. The RCMP led 5-0 after three innings, behind the strong pitching of Bill Neil. Kenny LaPointe started on the mound for the Air Force but was relieved by Oley Olien and Tommy Thompson. The strong comeback indicates that we can look for some good fastball this season.

Two nights later the Air Force came up to expectations as they pounded the Army 10-2. The highlight of the game was Tommy Thompson's one-hitter. He was robbed of a no-hitter in the bottom of the seventh, when, with one out, the shortstop bobbled an infield fly and the next batter was safe on a fielder's choice. The third batter hit a triple to deep centre field. Tommy got the next man to end the game. Earl Law led Air Force batters with two home runs and Kenny La Pointe hit four for a perfect night with the stick.

On the 24th of May in their third game the RCAF blanked Navy 8-0 with Kenny La Pointe pitching a one-hitter, spoiled in the sixth inning by a single to right field. Fifteen Navy batters walked back to the bench with the big stick still on their shoulders.

The 26th of May and the 2nd of

June saw games with RCMP and Navy washed out by the Winnipeg monsoons!

On the 31st May a tired RCAF team lost a high-scoring game to a much-improved Army crew 12-6. Army's two big five-run innings, the first and the sixth, piled up too great a lead for the RCAF. Tomm Thompson, starter for RCAF, was relieved by Kenny La Pointe in the fifth inning.

## RUGBY

The Station Winnipeg rugby team has for the last two years been undefeated champion of Manitoba.

On Saturday the 28th May they defeated the City of Winnipeg team 9-0 in the Pat Challenge Cup game.

The Astrals, as the Air Force team are called, scored the first of their three tries on a handoff to Casson after a beautiful run by Ledger. Ledger, captain of the team, ran from the City 25-yard line and after being tackled passed to Casson who grounded the ball without opposition. The convert attempt was missed from a not too difficult angle.

The next try was scored after a cross kick by Blair. Alsett, playing left wing, picked it up and score after a tussle near the goal-line. Again the convert attempt failed.

The first half ended with the City team on the attack. They maintained this drive after the start of the second half and only a resolute defence by the Astrals prevented a score. Ritchie came very close on a penalty goal attempt from a difficult angle. Brackley ended the scoring for the NATO side by picking up his own cross-kick and scoring with two City defenders on his back.

It was by far the best game seen



## RUGBY

S/L Boby presenting the "Patron's Challenge" Trophy to F/O Terry "Handlebars" Ledger.

## RIFLE CLUB

F/O Kerr returned recently from Saskatoon where he attended a meeting of representatives of station rifle clubs in 14 Training Group. The following narrative is a summary of that meeting and should be of particular interest to all interested in rifle shooting.

in Manitoba in some time and much credit must be given to the Winnipeg City team who improve every season.

S/L Boby presented the cup to Terry Ledger, captain of the Astrals, at the after-game ceremonies.

The Station Rugby Club claimed its second cup within a week when they won the Heriot Club trophy at Fort Osborne Barracks. This trophy is emblematic of the championship of the Manitoba Rugby Union seven-a-side tournament.

The tournament consisted of eight sides. In the first round of the knockout competition Astrals No. 1 trimmed Wanderers No. 1 team 13-0, Maple Leafs were defeated by Astrals No. 2 team 8-0, University of Manitoba defeated Winnipeg Army 11-0, and Wanderers No. 2 eliminated Exiles 8-0.

In the semi-finals Astrals No. 2 fell before Astrals No. 1 15-0 and the University of Manitoba edged Wanderers No. 2 team 6-0.

With F/O Terry Ledger leading the way, the Astrals No. 1 shut out the University seven 10-0. Ledger and A/P/O Mike Brackley scored a try apiece with Ledger converting both.

Astrals No. 1 and No. 2 with the Exiles, represented Station Winnipeg.



## BOWLING LEAGUE WINNERS

Left to right: LAW J. Leonard, W.O. 1 J. Loach, Cpl. G. Forth, AW R. Brock, F/O A. L. Scott, P/O L. W. Worton, Miss C. Borys.

J. B. Smith

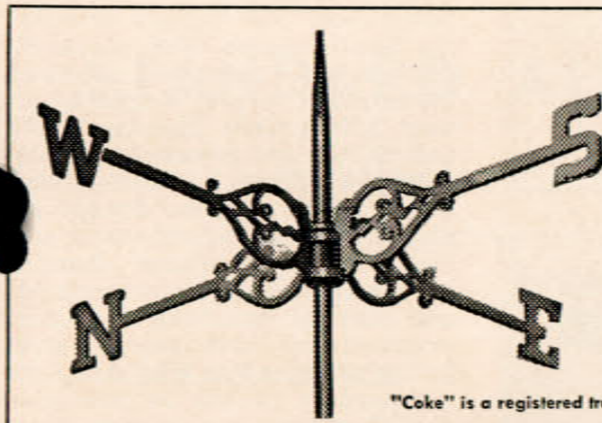
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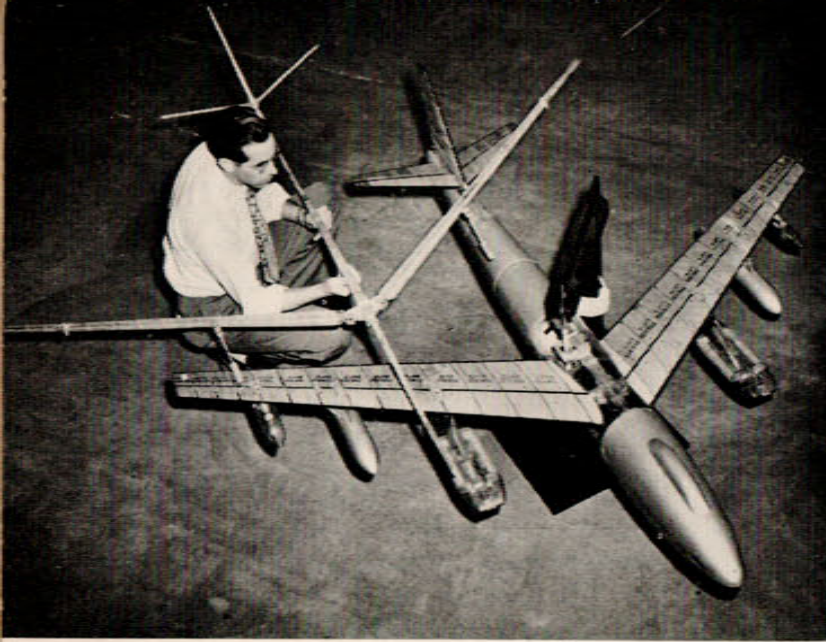


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#### BOEING B-47 STRATOJET WIND TUNNEL FLUTTER MODEL

A Boeing Airplane Company wind tunnel engineer holds the spar assembly which forms the structural skeleton of a .075-scale balsa and plastic wind tunnel flutter model of the Boeing B-47 Stratojet similar to that above. The skeleton, built of aluminum, spans seven feet four inches with a length of six feet as compared to the completed model's span of seven feet seven inches and seven-foot length. Bare weight of the spar is nine pounds against the completed model's 33 pounds. In building a wind tunnel flutter model, model shop technicians machine the members to precise dimensions to match the stiffness of the actual airplane structure. Lead weights are added throughout the model during tests to simulate altitude, fuel load, payload and other conditions. Plastic fuel cells filled with liquid are also used on flutter models to simulate fuel slosh.

#### A NEW LIQUID-PROPELLENT ROCKET MOTOR

The de Havilland Engine Company have announced the existence of a new liquid-propellent rocket motor, the de Havilland Spectre. This engine has been specifically designed for high-performance interceptor-fighters capable of achieving very high supersonic speeds and of being operated in rarified atmosphere beyond the scope of conventional air-breathing engines.

That a major part of the company's design and development programme has been directed towards a new generation of very powerful pure jet engines for this type of aircraft has been known since the announcement of the de Havilland Gyron in July, 1953, but the development of the prime-mover rocket engine—the jet engine's logical counterpart—which has gone on apace, has, in the interests of national security, continued in secrecy.

Experience gained with the Su-

## TECHNICAL NEWS

Edited by

F/L C. CHESHIRE

per Sprite assisted-take-off rocket, the first British liquid-propellent rocket engine to pass a Government type-approval test, has been applied to the new de Havilland Spectre. The combination of the Spectre and the Gyron type of engine will provide a mixed-power-plant formula which, in addition to the more obvious advantages of speed, acceleration, and manoeuvrability in the stratosphere, makes possible an ability to perform a very rapid take-off and to maintain an outstanding rate of climb to extreme altitudes.

Considerable experience has already been gained during extensive test-bed firing. Flight trials with the Spectre are scheduled to take place this summer.

\* \* \*

#### TURBOPROP BOEING C-97

The Boeing turboprop YC-97J, one of two Stratofreighters which will serve as test beds for the new Pratt & Whitney T34 engine, is shown over the Pacific Northwest on its maiden flight from Boeing Field at Seattle. Partially obscured by the Stratofreighter's vertical tail is the F-86 which flew "chase" on the YC-97J during the flight. Modified at the request of the U. S. Air Force, installation of the 5,700-horsepower T34 engines provides the Stratofreighter with almost 63 per cent more power and decreases the airplane's empty weight by almost 5,000 pounds. Standard C-97s and KC-97s are powered by 3,500-horsepower Pratt & Whitney Wasps. Major piston engines. Except for engine replacement and minor outboard wing structural changes, only control cabin instrumentation and controls, anti-icing and cabin pressurization have been affected by the modification. The aeroplane remained in the air for one hour and 15 minutes on its first flight.

#### CESSNA'S CH-1 HELICOPTER

The Cessna Aircraft Company discloses outstanding performance figures of the CH-1 helicopter. The CH-1, with ability to hover over 11,000 ft., a maximum gross weight of 3,000 lbs., and speeds over 120 mph, is the latest entry in the helicopter field.

The Cessna CH-1 helicopter is an all-metal machine with a single main lifting rotor and a conventional tail rotor. It is powered with a Continental FSO-470-A engine, delivering a net 260 hp to the transmission.

Upon completion of a detailed study by the helicopter group to determine requirements for a better vehicle, work was started on the CH-1 during the summer of 1952. Following wind tunnel tests, a "flying test bed" was assembled and saw exhaustive service during the summer and fall of 1953, in proving the drive system, control system and general arrangement of major components. At the same time, a test stand was put into operation to prove the soundness of design of the clutch, transmission, and rotor assemblies which were to go into the first CH-1.

First flight of the present CH-1 was accomplished in July 1954. Extensive tests since then have proved the Cessna CH-1 capable of performance which a decade ago would have been called impossible or fantastic. Today, the performance of the CH-1 is completely outstanding.

With a complement of two people, the aircraft is capable of hovering at altitudes in excess of 15,000 feet. With the addition of 400 lbs., the Cessna CH-1 will hover at 11,000 feet.



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The CH-1 upon certification will have the highest top speed approved for helicopters. Cessna discloses a speed of 122 mph at sea level. At 5,000 feet, the CH-1 will offer a true air speed of 110 mph, and at 10,000 feet a true air speed of 96 mph. These speeds will be obtained without the undesirable restriction of narrowing the engine RPM range with altitude. The full 200 rpm range is available at all altitudes.

Using only three gears in the main transmission and two in the tail rotor assembly, plus Cessna's unique angle blade attaching member, the CH-1 offers greater service with less maintenance. With the super-charged engine located in the forward fuselage, greater cargo and passenger space is available near the centre of gravity.

#### NAVAHO GUIDED MISSILE

The U.S. Air Force disclosed last month that North American Aviation, Inc., is developing the SM-64 Navaho long-range, surface-to-surface guided missile. Details of the missile and its performance were not revealed.

Work on the SM-64 Navaho has been underway for sometime in North American's Missile and Control Equipment operations (MACE) at Downey, California. Started in 1945, North American's MACE operations are engaged in all major phases of missile airframe design, rocket engine propulsion, automatic guidance and control equipment. The technical force engaged in these operations is being expanded greatly.



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## AERO-MED CENTRE

(Continued from page 3)

not very good in here. Ah, me, this is rather silly . . . write my name again? Oops! nearly dropped the pencil . . . Dave must have moved away. What did he say? Whew! it's warm . . . Oh! light's better.  $9 \times 7 = 56$  plus the corporal is . . ." So now you've experienced anoxia. When the light went on or so you thought, you had been reconnected to 100% oxygen! When F/O Stodart asks you to relate how you felt as anoxia progressed, you tell him, adding, "Never again!"

Just a moment, you're not through yet. Another 10,000 feet higher and you are asked to turn the regulator to 43,000 feet and then speak, or rather, try to speak. It is almost impossible. ("Are those wee weak utterances coming from me?") With practice you improve.

Now comes the descent at 5,000 feet per minute. Everything goes along smoothly and you are at last relaxed enough to enjoy the "trip." Suddenly someone clutches his forehead in great pain. Back up a few thousand feet we go to relieve the pressure in the unfortunate chap's frontal sinuses. Down again—another person is trying frantically to clear his left ear. Unable to, and pain increasing, up we go again.

And so it goes, until two hours after entering the chamber, you are once more breathing normally of honest-to-goodness "air."

OH! WAIT—there's explosive decompression now. You climb into the opposite entrance of the chamber minus helmet and mask—into the "lock." The chamber is then taken up to 10,000 feet when suddenly as you sit there, the partition, three thicknesses of paper be-

tween the lock and the chamber, is broken, and whomp—you've gone from ground level to 10,000 feet! A difference of 4.7 pounds! As you peer through the thick haze you check the top of your head plus the allocated spots for your ears.

But now you are prepared for anything, for haven't you just had your indoctrination run in the aeró-med decompression chamber, and received a certificate to prove it?

Aviation Medicine is an ever-advancing science. Because of this the Centre will, of necessity, not remain in its present state for very long. When new equipment is accepted by the RCAF for use in flying, then will it be the job of the Aero-Med personnel not only to bring their lectures up to date, but to have this equipment on display and in use.



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## SURVIVAL

(Continued from page 12)

the first real rations that we had enjoyed in almost three weeks were issued and promptly dispatched. To sleep on a bed in a centrally-heated room was luxury indeed. And that night we made the most of it!

The following day was spent in writing a short examination covering both phases of survival and exchanging experiences. The entire Eskimo population of the settlement descended upon the hut and endeavoured to sell locally manufactured articles of clothing, curios, furs, and souvenirs. Some members visited the Hudson's Bay Trading Post, and the Mountie visited his opposite number.

In spite of the weather, which was still poor due to blowing snow, the C-119 appeared the following day, and we were quickly aboard and bound for home. A little drama of real life now unfolded. The previous day we had been informed that an Otter aircraft with four men aboard was missing in the vicinity of Cambridge Bay. On the way up from Yellowknife the crew of the 119 had been lucky enough to locate the unfortunate aircraft and on arrival at Cambridge Bay had dispatched a ground party by sledge to render assistance. All four aboard were fit and well and had, in fact, constructed for themselves a para igloo, and had laid out signals in the best tradition of survival training. We flew low over them on the return journey and dropped supplies and messages of comfort to the wildly-waving crew.

## CONCLUSION

Many have done the course before us and many more will follow, but we were now numbered amongst those who could fend for themselves under the most rigorous conditions. If we were now to become unfortunate enough to force land or crash under extreme winter conditions far from home, we could look after ourselves during those all important few hours necessary to organize a search for the distressed aircraft. Previous to taking the survival courses, very few of the course members were even vaguely aware of how to conduct themselves in the event of an accident entailing Arctic or Bush Survival, and most of us were agreed that we would not have lived very long. With the instruc-

tion we had now been given, and the experiences that had been made available to us, we had a confidence in our ability to at least be a help and not a hindrance to the search authorities.

In closing, I should like to express my appreciation to the staff of the Survival Training School for their patience in dealing with such a bunch of greenhorns, and also mention my warm feelings towards the other course members who made up my camp. They are listed below:

Lt. Foster, Cdn. Army, Sub Camp Leader

Lt. Linc. McGill, US Coastguard

F/O Al Martin, RCAF

F/O Frank Martyn, RCAF

F/O Jerry Jackson, RCAF

Cpl. Bill Lloyd, RCAF.

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**GRAD CLASS 5409 (AI)**

(Continued from page 23)

**Jean Claude Jaffry**

Better known as "Our Jaff."  
 Hometown: Brest, France.  
 Favourite Expression: "Oh, come on, eh!"  
 Favourite Pastime: Reading about cars.  
 Appearance: Larger.  
 Ambition: To fly to Aquilons.  
 Where Usually Seen: Synthetics (asleep).  
 Probable Fate: Footslogging in the Foreign Legion.  
 Pet Peeve: Canadians.

**Maurice Ulysses Gabriel**

Better known as 'Gabe.'  
 Favourite Expression: "Set up a Juliet and call me Romeo."  
 Favourite pastime: Both feet on the ground.  
 Appearance: Cheesed off.  
 Ambition: Anything rather than Bob, Wally and Joe.  
 Probable Fate: With three more just as dim.  
 Pet Peeve: Those initials.

**James Herbert Sullivan**

Better known as "Sully."  
 Hometown: Geraldton, Ont.  
 Favourite Expression: "You can try this run on hand control."  
 Favourite Pastime: Hunting students with his shotgun.  
 Usually Seen: Not often.  
 Ambition: To have a son.  
 Appearance: Flying in a jazzy sport-shirt.  
 Probable Fate: Selling jazzy sportshirts.  
 Pet Peeve: "No kicks, I'm happy."

**Jean C. P. Dumazy**

Better known as "Joe."  
 Hometown: Paris, France.  
 Favourite Expression: "A Frenchman did it first."  
 Favourite Pastime: Driving his Pontiac.  
 Appearance: Tall, dark and married.  
 Ambition: To over-populate France.  
 Usually Seen: Going to Estelle.  
 Probable Fate: Emmigrating to Canada because of over-population in France.  
 Pet Peeve: Paying his mess bill.

**James Alfred Nicholson**

Better known as 'Nick.'  
 Hometown: Halifax, N.S.  
 Favourite Expression: "Overshoot for \*!z\*!! sake."  
 Favourite pastime: Lying on a table to sleep.  
 Appearance: Unserviceable.  
 Ambition: Finding a table with nobody about to bother him.  
 Usually Seen: Anywhere there's a table.  
 Pet Peeve: Complaints about his sore back, saying it's due to the weather.

**Walter Griba**

Better known as "Wally."  
 Hometown: N. Barnaby, Vancouver and proud (?) of it.  
 Favourite Expression: "Get off my shoulders."  
 Favourite Pastime: Drawing cartoons of staff.  
 Appearance: Night (Hic) flying.  
 Ambition: To draw nude women on the scope with the 'C' scan.

Where Usually Seen: Looking into the barman's eyes, saying "Give me another."  
 Probable Fate: At some call meeting or other.  
 Pet Peeve: Getting out of bed at ANY-TIME.

**Bent Poul Lissner**

Better known as "Ben."  
 Hometown: Copenhagen, Denmark.  
 Favourite Expression: "Let's have a roll-call."  
 Favourite Pastime: Going to Honolulu.  
 Appearance: A type you normally never meet.  
 Ambition: To pass over the bomb bay in a B25 without falling in it.

Usually Seen: In the bomb bay.  
 Probable Fate: Where the bomb drops.  
 Pet Peeve: Open bomb doors.

**Bryce Edward Collings**

Better known as 'Dad' or 'Cuddles.'  
 Hometown: Humboldt, Sask.  
 Favourite Expression: "Head your precis!"  
 Favourite pastime: Trying to find flying suit to fit him.  
 Appearance: Cherubic.  
 Ambition: To get to OTU.  
 Usually Seen: Behind the AI School smoking a cigar.  
 Probable Fate: Running his OWN baseball team at Winnipeg.  
 Pet Peeve: Pat, Ken and Greg.

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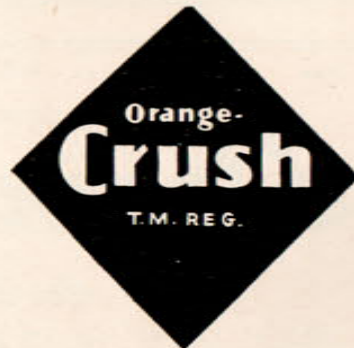
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## PLANE FACTS

(See back cover)

Flying both together for the first time, these two prototypes of the new U.S. Air Force C-130 Hercules transport give a preview of the kind of sky supply trains now starting to roll in quantity from Lockheed Aircraft Corporation's Georgia Division, Marietta, Ga. Flight testing of these forerunners of future fleets indicates that the new C-130 turbo-props beat the speed of luxury airliners—yet can take off and land in as little as eight aeroplane lengths. Their 3750-h.p. turbine-and-propeller engines give them both speed, still a secret, and short-runway landing-takeoff ability that turns a country lane or a pasture into a landing field for the Hercules. On this flight over Antelope Valley, California, the Hercules in the background is in test at gross weight of 54 tons; and the second prototype, foreground, is undergoing electronics and power checks. Notice the large windows giving crewmen visibility from the new high-wing turbo-props. An underslung ramp—down beneath the tail lets down during flight for parachute drop of cargo. The big door also serves as a loading dock at truck bed height or can be lowered completely as a drive-in ramp for wheeled vehicles.

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