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NEWSMAGAZINE

FEBRUARY 4, 1955

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## BOOK REVIEW

By A/P/O K. W. SINDEN

"The Voyage of the Hérétique,"  
by Alain Bombard. Published by  
Simon and Schuster, price \$3.50.

ALAIN BOMBARD is a young French scientist who maintained that it would be possible to sail across the Atlantic in a small open boat, and to live entirely off the sea. His critics naturally disputed his theory, and so he set out to prove it.

He built a small horseshoe-shaped rubber raft, fifteen feet long and six feet wide, fitted with a small sail and a rudder. He and a companion set out to cross the Mediterranean to Tangiers, but they were beset by storms, which almost ended in disaster. His companion decided that he did not want to carry on with the proposed Atlantic crossing, so Bombard set out from Tangiers alone.

He took no provisions with him, and his only contact with the rest of the world was a small radio set. He also took with him several musical scores which he intended

to memorise during his long trip, and a selection of the works of Molière, Cervantes, Rabelais and Aeschylus.

Despite what the prophets of doom foretold, he reached Barbados after 65 days. He survived by living on raw fish, and plankton, which he caught in a very fine mesh silk net, and by drinking a little sea-water every day, though he was careful not to drink too much. It has been proved many times that by drinking a little sea water together with twice the volume of fresh water, it is possible to survive for some time without suffering from salt water poisoning.

He occupied himself with the problems of navigating his small craft, and studying the various books which he had taken with him. He gave himself thorough daily medical examinations, and his main trouble was the fact that he developed very painful salt water boils. Although he suffered

privations, losing 55 pounds, he says that the loneliness was far worse, driving him at times almost to desperation.

However he proved his point, that many people die of lack of food and of thirst when set adrift in an open boat, though there is an abundance of food and drink available if they knew how to obtain it. The juices which may be squeezed from raw fish contain all the vitamins and minerals necessary to maintain life, and provide a good source of fresh water.

Plankton is a very nourishing food found in great abundance, particularly in the colder oceans.

The lesson he learned might well be applied to the training of all aircrew who have to fly over long stretches of water, and to read his book might prove to be a great investment. Certainly the net for catching plankton should be an indispensable part of everyone's survival kit.

However one thing which is in great evidence throughout the whole of this exciting book is the indomitable courage of Bombard, who sailed alone across the Atlantic to prove a theory.



F/L ARNOLD  
TULLOCH

(Photo by J. A. Ford)

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WINNIPEG, MANITOBA

HAVE you ever been a tourist attraction? Have you ever had power to cause large numbers "free" freight riders to scatter in all directions, just by your appearance on the scene? It happens to those red-coated wonders, the "Mounties"—it happened to the Chief Instructor of Winnipeg's Long Range School. It was all part of Constable Tulloch's daily routine during his year in Regina, Edmonton, and Jasper with the R.C.M.P.

Born and raised in Invermay, Saskatchewan, F/L Tulloch attended the University of Saskatchewan where he studied first year Engineering in 1940-41. In 1942 he enlisted in the RCAF and started straight navigational training with Course No. 75 at AOS, on a 20 weeks course in Edmonton and Winnipeg. It is interesting to note that F/L Tulloch's course were the first occupants of Barrack Block No. 14

the Sharpe Blvd. site when St. Winnipeg was situated on Fry Road. His course also had the distinction of graduating from a "not quite finished" Drill Hall. P/O Tulloch's next move was overseas, firstly to AFU at Bishops Court Ireland on Ansons Is, then to OTU at Hixon, Staffordshire on

Wellingtons. Conversion to Lincolns and Lancasters was followed by a stint with 103 RAF Sqdn. at Elsham Wolds. During this time the 9½-hour trip to Stettin was inaugurated. Ten trips later F/O Tulloch transferred with his crew to No. 582 Pathfinder Sqdn. based at Little Stoughton, Bedford. Here he remained until the end of the war. As he recalls those days, and his thirty operational trips, a far-away look comes into his eye—fond memories?

In 1945 Arnold was repatriated, and released in Winnipeg. Terra firma now became his medium, and the cultivating and managing of his own farm, but finally, in 1948, he laid aside his ground tools and, rejoining the service, again took to the air.

He was with No. 9406 Reserve Support in Saskatoon until April 1949 when he became Officer Commanding at Cambridge Bay, in charge of the rear party of the Loran Unit. F/L Tulloch found life rather unusual and anything but dull here. His neighbors and friends were Eskimos; he went seal hunting and lake trout fishing. Also during this time an emergency hospital was set up to accommodate

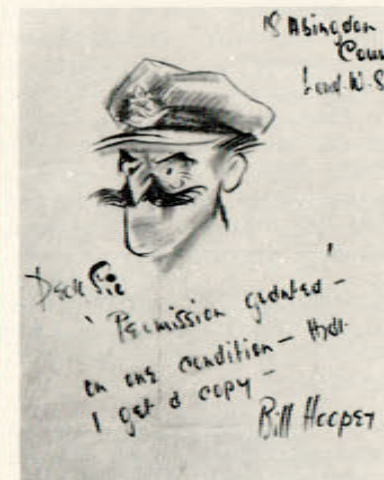
the Eskimos stricken in a "flu" epidemic during which, despite every care possible, there were many fatalities.

October 1949 saw our Personality transferred to 111 C & R Flight where for the next 18 months he carried out supply drops, searches and mercy flights in Northern Canada. February 1951—to SNIN and staff at 1 ANS Summerside, July '51—return to Winnipeg with an advance party to open 2 ANS—one of the first four officers on the Unit, a vast difference when compared to the present total 450 officers. So another task began—the following month the school opened and received its first course—No. 17. During the years that followed he worked in every section of the school.

In his spare time, F/L Tulloch has a real green thumb in gardening, he dabbles in woodwork, but fishing is his favorite sport. His wife Beulah of Melville, Sask., and 18-month-old daughter, Janice, are the reasons for his happy home.

We are pleased to present F/L Arnold Tulloch, ex-Mountie, navigator, and fisherman, as this issue's Personality.

### LETTER TO THE EDITOR



Ed.—We received the above letter from Mr. Bill Hooper, well-known English cartoonist, in reply to a request for permission to use his illustrations in reproducing Anthony Armstrong's famous wartime book, "Nice Types."

As you can see, Bill is agreeable, so look for the first installment of "Nice Types" in the next issue.



## Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

# DISARMAMENT The Narrowing Gap

AFTER almost nine years of disagreement and deadlock over disarmament the United Nations Assembly in November 1954 adopted unanimously a resolution that offers some hope of progress.

The Honourable Paul Martin of Canada, who received high praise for his share in arriving at an acceptable formula for disarmament, said there had been a narrowing of the gap—which, however, remained wide and deep—between the positions taken by the principal powers.

The unanimous resolution of the General Assembly re-established the Subcommittee of the Disarmament Commission—Canada, France, the United Kingdom, the United States and the U.S.S.R.—to make a further effort to draft in private an international disarmament convention (or treaty). The convention was to provide for:

- (a) the regulation, limitation and major reduction of all armed forces and conventional armaments;
- (b) the total prohibition of nuclear weapons and weapons of mass destruction of every type, and conversion of stocks of nuclear weapons for peaceful purposes;
- (c) the establishment of effective international control, through a control organ with rights, powers and functions adequate to guarantee the effective observance of the agreements.

The Assembly also approved a resolution submitted by India that the Disarmament Commission should study ways and means of establishing "an armament truce" pending agreement on a disarmament convention.

The nations have thus agreed at last on the major objectives as set out above. What obstacles remain on the road to the achievement of those objectives?

### Plausible Russian Proposals for Disarmament

A consideration of Russian disarmament proposals, past and present, illustrates the difficulties to be overcome. The U.S.S.R. has advocated:

- (a) prohibition of the atomic bomb—as early as 1946;
- (b) reduction of all armaments, armed forces and military budgets by 50% within six months to a year—30 Sept. '54.
- (c) an international control commission to supervise the fulfilment of disarmament obligations by states—30 Sept. '54.

These seem to be simple, feasible and adequate measures, but are they?

With respect to prohibition of the atomic bomb, no less an authority than Sir Winston Churchill has asserted that it was only the possession of atomic bombs by the United States that saved Europe and America in the years following the war from attack and probable defeat by Russia. Today the United States—and Britain—still

regard the capacity to retaliate with long-range bombers using atomic and hydrogen bombs as the chief guarantee of peace. Premier Malenkov of the U.S.S.R. recognized this potential threat to his own country when he said that nuclear war could mean the destruction of the world.

Until the agreement at the recent session of the United Nations a complete stalemate over disarmament existed because of the U.S.S.R.'s insistence on the abolition of atomic bombs before any other disarmament could take place. Now the U.S.S.R. has agreed to disarmament in stages and the first stage is to apply to conventional weapons. This opens the way to progress.

What is the attitude to the U.S.S.R.'s recent proposal to reduce armaments, armed forces and military budgets by 50% within a year? The Western powers say that a flat 50% reduction would leave the U.S.S.R. with the same preponderance of men and arms. They prefer a reduction of specific military categories to "agreed levels," using the military strength of December 1953 as the starting point for reduction. One of the tasks of the Subcommittee of the Disarmament Commission is to determine these agreed levels and work out a plan for reducing to them by stages. This will not be easy.

On the third point of Russian policy, an international control commission to supervise disarmament, there is much vagueness as to what the U.S.S.R. means. In the United Nations debate last November the United States, France, the United Kingdom—and Canada—tried, with little success, to make Mr. Vishinsky (who has since died) be specific. Could this control commission move freely through the U.S.S.R., inspecting any military plants? Could it take action to stop violations? Would it be permitted to use air reconnaissance? Would it be subject to a veto at every turn? Mr. Paul Martin expressed the fear that all the control commission would be permitted to do would be to verify information submitted by governments. Mr. Vishinsky did reply that control must be of such a nature as to enable the commission to ensure that the states were complying with their obligations in regard to reductions

and prohibitions; the details would have to be worked out. But it is in these details that control could be nullified. The impression remained that the U.S.S.R. had given no assurance that it would concede the necessary powers to the control commission.

### Disarmament Proposal of the United Kingdom and France

One basis for future discussions in private by Canada, France, the United Kingdom, the United States and the U.S.S.R. (the Subcommittee of the Disarmament Commission) is to be the detailed Anglo-French disarmament plan. Its main features are:

1. Prohibition of the use of nuclear weapons "except in defence against aggression."
2. A treaty for prohibition of manufacture, conversion of existing stocks for peace, major reductions of armed forces, establishment of a control organ with adequate powers.
3. Military expenditures and manpower frozen according to figures of the respective countries for 31 Dec. '53, pending the establishment of the control system.
4. After that, in two phases, total prohibition and elimination of nuclear weapons and the reduction of armaments and armed forces to agreed levels.
5. Timing controlled by international control organ with necessary powers.

All the nations, including the U.S.S.R. appear to want a measure of disarmament. With the desire, and an agreed plan, something may be accomplished.

(For a more detailed account see "United Nations Review," December 1954.)

## BUSINESS—

# Trends and Comments

By F/L J. A. GAUTHIER

New methods in the construction trade, and new lightweight materials, have combined to beat Old Man Winter with regard to keeping men on the outside jobs during the cold weather.

Take a look at all the construction going on these winter days, and think back 10 or 15 years. There was little cold weather work done in that era.

Most of us will find ourselves a few dollars richer in 1955 as we shall be benefitting from an income-tax reduction which came into effect, for only a half-year, in 1954. As an example, if you have a taxable income of \$500 you will save yourself about \$5 over last year's tax.

The Financial Post has made a survey, asking 100 top Canadian executives their opinion on prosperity in Canada in 1955. Over 75 percent of them believe that this year will be better than last, and quite a number of them are of the opinion that it will be the best yet.

Which province has the highest proportion of its Trans-Canada Highway commitment completed to date? Good old Prince Edward Island leads the way, with 62 percent of its 73 miles paved—or 45 miles completed.

From time to time, in our local papers, there have been articles on the registering of former Canadian merchant ships with foreign coun-

tries. Canada's merchant navy has dwindled down to a handful, and the reason is—labour cost. It costs twice as much for labour on a Canadian ship as it does on one registered with the United Kingdom. The cost of running a merchant ship under the United States flag is four times that of a U.K. registered one.

(Ed.—Keep a sharp eye on this column in the next issue, when our roving reporter, MR. Gauthier, will produce a shopping list comparing U.S. prices with those in the Winnipeg stores.)

Yes, Art is now a civilian again, and on his way east to Ontario. He has expressed a wish to continue writing for the magazine, and gratefully we accept his offer. He has done a fine job with his "Business" column, and we're glad he's staying with us. Thanks, Art, and good luck in the future.)

### COVER STORY



My true-love hath my heart, and I have his,  
By just exchange one for another given:  
I hold his dear, and mine he cannot miss,  
There never was a better bargain driven:  
My true-love hath my heart, and I have his.

(Sir Philip Sidney, 1554-1586)

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Edited by F/O JIM KUPKEE

#### Aerobatic Canadians Abroad

METZ, FRANCE—Members of the RCAF Air Division's crack aerobatic team, the Fireballs, have received medallions from the Aero Club of Sedan, France, it has been reported by Air Division officials. The medallions have been presented as a mark of gratitude for the team's performance at the opening of the new Roger-Sommer airfield at Douzy, France, last September.

In a ceremony at Air Division headquarters Jean Philippe Ronnet, president of the Club, presented the medallions to the team members. F/L C. E. Keating of Silver Creek, Man.; F/L J. L. Fraser of Vancouver; F/O S. E. Burrows of New Westminster, B.C.; F/O D. A. Mace of Montreal, and F/O L. W. Grip of Youbou, B.C.

The team has received widespread praise for the skilled performances it has given at different European points. At Reims, France, they were presented with a silver cup bearing the city's coat-of-arms and at Vichy, also in France, they were awarded a cut-glass bowl following performances at several French airshows.

During their display at Douzy the RCAF team executed a series of intricate manoeuvres which included rolls, loops, figure-eights, loops with a change in formation, and the impressive bombshell.

#### Cold Weather Tests for "Nike"

OTTAWA—The anti-aircraft gun will be a long step closer to becoming a museum piece if cold weather tests with the Nike guided missile at Churchill in a few weeks prove successful. Artillery as a defence against aircraft is already on the way out. The Nike, which will be subjected to tests in Churchill's sub-Arctic conditions, is a U.S.-designed ground-to-air guided missile that uses a proximity fuse. It is homed by its radar devices to its target, but a direct hit is not required. The fuse explodes it when the missile comes into the immediate area of the enemy aircraft.

#### F/L Shea Transferred to Winnipeg

CHARLOTTETOWN—The commanding officer, RCAF Station Summerside, announced today that Flt. Lt. C. Shea, Roman Catholic chaplain, has been transferred to RCAF Station Winnipeg, Manitoba, and will be leaving his native province early this year.



(Nat. Defence Photo)

Neptune

#### Montrealers in New Year Promotions List

MONTREAL—Six Montreal officers have received promotions in the annual New Year's promotion list. The list includes S/L P. S. Clark, AFC, son of Mr. and Mrs. F. A. Clark, 911 Merritt avenue, Montreal, promoted to the rank of Wing Commander. W/C Clark holds the appointment of Staff Officer Personnel Administration at Training Command Headquarters in Trenton, Ont.

#### Promotions January 1955



(Photos by LAC L. A. Gratton)

Top left: S/L R. J. Burnett.  
 Top Right: F/L L. Mann.  
 Middle Left: F/L J. Widdis.  
 Middle Right: F/L R. McNobb.  
 Bottom Left: F/L B. Dragon.  
 Bottom Right: F/L M. Piercy.  
 (Missing: S/L R. G. Thorndycraft,  
 F/L V. Camilleri, F/L J. L. Kunce)

#### New Anti-sub Aircraft for Maritime

HALIFAX — Air Marshal C. R. Slemon, C.A.S., promised that Maritime Air Command would be strengthened by formidable new "submarine killer" aircraft soon. A/M Slemon told a press conference that Maritime-based squadrons would soon get 4-engined modified Bristol Britannias and twin-engined Neptunes to hunt down and destroy submarines in the Atlantic. The Britannias, land-based, long-range British planes that will replace the sturdy Lancaster bombers of World War II vintage, will be produced in Montreal. He said the first deliveries would be made this month of a "considerable number" of Neptune anti-submarine aircraft purchased from the United States. They are medium range and also land-based.

#### Latest "Mother Heroine"

LONDON—Russia has developed "mother" bomber that can carry MiG-15 jet fighters as an answer to the United States Air Force's B-36 and its one satellite fighter, "Jane's All the World's Aircraft" said recently. The new edition of the authoritative annual review of world aviation said the Russian plane is a converted model of the TU-4, a Soviet copy of the United States B-29 Superfortress.

#### S/L Bonner to North Bay

METZ—Sqn. Ldr. J. C. Bonner, of Ottawa, staff officer, accounts and finance, at No. 1 Air Division Headquarters, has recently been transferred to RCAF station, North Bay, where he will be a senior accountant officer.

#### Air Cadet Wings Parade at Centralia

WINDSOR—Some 70 parents turned out at the airport hangar to see the coveted wings awarded to Cpl. Murray by Group Capt. A. M. Cameron, officer commanding RCAF station Centralia. The young cadet was one of two members of No. 13 cadet squadron Windsor who received air cadet wings this year. A feature of the ceremonies was the presentation of the Queen's colors and air cadet ensign to the squadron. With the cadets lined up in formation inside the hangar, F/C Ronald Pull, a former 13 squadron cadet now training as navigator in the RCAF, formally turned over the ensign.

#### "Cooney" Lefevre Promoted

OTTAWA—Flying Officer F. H. Lefevre, of Mynarski Crescent, Rockcliffe, sports officer at RCAF station, Rockcliffe and manager-coach of the Rockcliffe hockey team, has been promoted to the rank of flight lieutenant.

#### Two Officers for NATO College

OTTAWA—Two senior Canadian officers have been selected to attend the next NATO defence college in Paris, the defence department has announced. They are Lt.-Col. W. G. Hamilton, of Hamilton and Wing Cmdr. Gordon C. Fisher, DFC, of Regina. They will leave for France early this year.

#### Change in Command at Torbay

ST. JOHN'S, Nfld.—A change in command of the RCAF's 107 Rescue Unit based at Torbay, Newfoundland, was announced by Maritime Air Command Headquarters. F/L Carl R. Ensom, of Toronto, Ont., Officer Commanding the Unit since its formation, has been appointed Flight Safety Officer at MACHQ. F/L W. G. Davison, of Bass River, N.S., employed for the past year as aircraft controller at MACHQ took over command of the Unit at the end of November. 107 Rescue Unit which was formed in April '54, was made up of the 103 Rescue Unit Detachment, stationed at Torbay.

#### G/C Jardine, Aide-de-Camp

VICTORIA—One Victoria air force officer succeeded another as honorary aide-de-camp to Governor-General Vincent Massey, according to an announcement from RCAF headquarters in Ottawa recently. Group Capt. Alexander Jardine, commander of the RCAF Rockcliffe station at Ottawa, succeeds Group Capt. R. L. Lane, who is to attend the Imperial Defence College.

#### Winnipeg Blood Donors Clinic



(Photo by LAC J. B. Smith)

This year's 305 donor Clinic was the largest ever held at R.C.A.F. Station Winnipeg.

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(Photo by John Engstead)

#### S/L Kennedy, "Cloudy Joe," at Marville

EDMONTON — Sqn. Ldr. Gerry B. Kennedy, of Edmonton, arrived at No. 1 Fighter Wing at North Luffenham, England, this month from Ottawa, and will move with the station to Marville, France, early next year to become the senior meteorological officer at the new air base.

#### DND's New Snow-Compaction Machine

OTTAWA—Canada has developed a snow-compaction machine which can build an airstrip in northern snows in a matter of hours. The project has been one of the Defence Department's most secret undertakings since it was started in 1947. The obvious advantage of the machine is that it can turn out an airstrip without the land being cleared and in almost any level location—as long as there's snow and the weather is cold. A fighter or medium bomber airfield could be laid down almost anywhere in the north during winter months. A 3,000-foot runway which can bear the weight of a Lancaster bomber has been built by 3 of the machines in 45 hours.

#### Dr. Hildes Heads Arctic Research

WINNIPEG—On January 1, 36-year-old Dr. John Hildes, now medical director of Winnipeg's civic hospitals, assumed the new post of director of an Arctic medical research unit set up by the Defence Research Board. The unit

will be located in the department of physiology and medical research at the medical school of the University of Manitoba. The research will be similar to that being carried out by the defence research northern laboratory at Fort Churchill on Hudson Bay.

#### Water for Macdonald

PORTAGE—City council and officials of the Department of National Defence have come to a verbal agreement on the \$140,000 project to help supply water to the RCAF station at Macdonald, Man. Col. B. C. Campbell, deputy minister of National Defence, an RCAF officer, Portage consulting engineers, and an official of the public utility board attended the meeting. Portage city already supplies RCAF station Portage with water from their new plant at the river pumping station. The cost involved will be shared on a 4/7ths and a 3/7ths basis.

#### Service Flies Sick Man to Toronto

ENGLEHART—With a critically ill Englehart man aboard, an RCAF Expeditor aircraft took off from nearby Earleton airport recently, and landed 2 hours later at Toronto. Samuel Henerofsky, prominent Englehart druggist, was rushed to Toronto for special attention. His physician, Dr. W. Gibson, called on the RCAF when his patient's condition became critical. Within a few minutes, a plane, piloted by Flt. Lt. Doug Biden and Sqn. Ldr. J. Biehler, took off from the North Bay RCAF station.

# THE COMPLEAT SURVIVALIST

By FLYING OFFICER L. W. F. BEASLEIGH

I'D ASKED for it some months before. Furthermore, since taking the summer bush-course, I'd been wearing loud wool shirts and high boots off duty and spoiling the fit of my blues by carrying a small axe and a hunting knife. So . . .

"O.K., scribe," said the O.C. one day in January. "The time's come. Get out on the winter course and round out your education."

I snapped out a cheerful enough "Yes, sir!" After all, this January was more like a mild fall than winter. When, however, the temperature took a shocking dive to 35° below zero during the night before my departure, the pioneering spirit of the Beasleights dropped with it. But it was no good. Once again, I was up against nature in the raw.

With the feeling of seeing a movie for the second time, I got out of bed on the Day and dressed in everything but the sleeping bag, which I found rather hard to walk in. Then I drove out to the station and joined the students in the mess for the early breakfast. A couple of them recognized me as "Staff" and expressed their willingness to have me join their camp, thinking (poor deluded lads!) that it would be a great break for them to have a staff "gen" man along. I expressed my appreciation of their high regard, but spoke of the poor circulation that accompanies so advanced an age as mine. I then went on to say that I really couldn't see the station getting along for two whole weeks without me, and that the chances were that I would be recalled long before the completion of the course. So, all things considered, there wasn't much point in my making

any definite plans. My eloquence had the desired effect. They walked away, muttering something about chickens.

"Here we go again!" I said to myself as we boarded the bus. But it wasn't quite the same as before. This time it took seven hours, instead of five, to get to the de-bussing point. The road, in places, was under fourteen inches of snow, and the five-mile walk in was no picnic. My many layers of clothing made me sweat and chill, sweat and chill. "Pneumonia!" I thought—almost hopefully. I began to ask the other students if it came on all at once, or if there was a waiting-period between asking for it and getting it. But, after three miles, mind triumphed over matter, I turned to wondering what type of accommodation awaited us. It would, I reasoned, have to be something better than tents, now that winter was here.

As we turned into camp, there before us we saw a big well-built hut that hadn't been there in the fall. Spirits soared, and we sprinted the last few yards. I rapped on the door. Almost immediately an instructor poked his head out. Leering hideously, he said:

"Not here, chaps. Over there." And he pointed. For a few seconds we were too busy to look. We were inhaling the aroma of roast beef that floated out from inside the hut. When eventually we did turn,

all that met our gaze were parachute shelters—and the thermometer on the door said 38° below!

The situation was absurd. I studied it briefly, and concluded that this poor chap had obviously been out without a hat and had got some frost in his noggin. It was clear that he was not in possession of a full set of marbles. I was still pondering on the best course of action in the circumstances, when the officer in charge came up and said: "Don't stand around, fellows. Get into your shelters before you catch cold."

Inside the shelter it was colder than outside. This, however, was home, and, after a brief introduction to our civilian instructor and a lecture on the use of the axe, we settled down to produce a meal. Here my previous experience started to pay off. The rations still



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*Flying Officer B. R. Jones*  
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tasted every bit as bad as before, but this time I ate them. After lunch we made a quick recon of the area and discovered evidence of rabbits in large numbers. Simple snares were set, and two rabbits were on hand for the evening meal—rabbit a la meat bar—which we almost enjoyed.

HE less said about the first night the better. I still become a little hysterical whenever I dwell on it, although I freely admit that I had only myself to blame for crawling into the bag covered in snow, without so much as removing my hat or gloves.

In the morning, after a breakfast of boiled oatmeal bar, tea without cream, and two hard candies, I had reached a new low in despondency. I was telling myself to be brave, when a well-fed, contented-looking lad approached and told me to report to the instructors' shack. I brightened. "Just as I thought," I told myself. "The station needs me back." But it didn't. When I reached the shack, I discovered that two gentlemen of the press

that brought out the mean streak in me. After a while I steered the conversation around to the problem of keeping clean in the bush.

"How do you manage without a shower?" they asked.

"Well," I replied, "we're right on the MacLeod River," and I went on from there.

The upshot was that, after using all I had learned from "How to Win Friends and Influence People," I eventually had them both down on the river bank beside a big hole I'd hacked in the ice.

"There you are," I said. "Get in." "Won't you join us?" they asked.

I casually explained that I had had a bath in this fashion earlier, when the air was crisp and more bracing. "There's really nothing to it, and anyway it's only 15° below now." They bought it. Having stripped off they stepped in, one after the other. I, like the good chap I am, helped them get the bath over quickly by throwing buckets of water over them. Of course, as a serious-minded P.R.O., I had a photographer handy in or-



. . . the press men taking their bath . . .

der to record what a colossal beating the human frame can take.

I TRIED every trick in the book to keep those two iron men in the bush for as long as possible, because while I was with them I was enjoying the high-grade in-

der to record what a colossal beating the human frame can take.

I TRIED every trick in the book to keep those two iron men in the bush for as long as possible, because while I was with them I was enjoying the high-grade in-

structor-type groceries. But after I'd shown, demonstrated, and explained everything for the third time, they became bored and began to yearn for the flesh-pots of Edmonton.

When, with sincere regret, I had seen them on their way back to the city, I reported to the officer in charge. I suggested that, since my group had departed on trek, there were two courses of action open for my disposal:

1. to keep me in instructors' quarters so that I might become better acquainted with local problems, or
2. to send me back to Edmonton with the outgoing course.

But instead of complimenting me on my quick appreciation of the situation, he told me to hit the trail and find my group.

Off I staggered with pack, gun, and snow-shoes. My directions had been vague. An instructor had pointed roughly north-west and said: "They should be that way over the hill close to a big lake." Being a navigator, I considered it beneath my dignity to ask for more explicit directions. Just as I was leaving camp, Sgt. "Curly" Sproat came out of the cache and asked if I would mind dropping off some ammunition and rations to a group camped near my objective. I nearly lost control at that, but I managed to pull myself together and to explain quietly that for a person such as I the load I was carrying was already inhuman and that he was indeed overestimating my strength. Sgt. Sproat thereupon disappeared into the cache and returned with a huge evil-looking dog that was carrying a pack at least as heavy as my own. He explained that I was simply to take the mutt along and drop him off at the required spot.

At first I didn't really appreciate my canine companion; he looked as though he would willingly eat me if he got hungry. But after an hour or so on the trail a bond of sympathy had sprung up between us, and we plodded on in silent comradeship. I still haven't figured out which of us did the leading, but we reached our destination in good time despite the sketchy directions I'd been given.

Although the location and much of the equipment used on the win-

(Continued on page 31)

# AUTOMOBILES

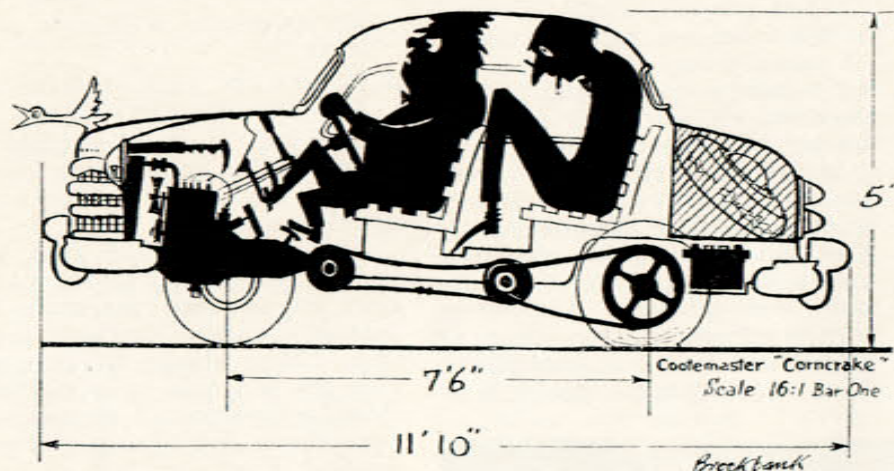
By F/O E. P. McLOUGHLIN

## THE MOTOCAR Road Test No. NVG/99

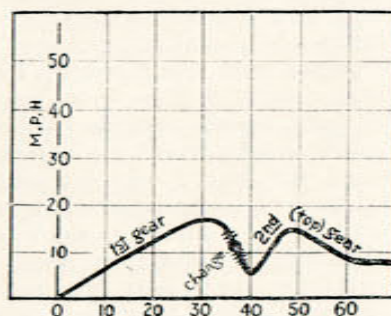
(Reproduced by permission of the proprietors of Punch.)

**Make:** Cootemaster **Type:** Corncrake Saloon

**Makers:** Cote Group, Ltd., Covingham



ACCELERATION IN GEARS



Time in Seconds (Handbrake off)

**TEST WEATHER CONDITIONS:**

Cromarty, Dogger, Faroes and Scillies:  
Unenviable, Wind leering N. to S.  
Visibility: risible.

**TEST SURFACE:**

Bowdlerised wire-wool (flat).

**IN BRIEF:**

**PRICE:** 997/8 (bid) at close.

**ENGINE:** Over-square, over-stuffed, R.A.A. over-rated.

**CAPACITY:** Hommes 30, chevaux 8.

**COMPRESSION RATIO:** As Light Programme.

**GEARING:** Unsuitable for children.

**MAX. SPEED:** 12.5 knots before the wind (set to royals).

**ACCELERATION:** 0-30 m.p.h. in 0 to 12.00 hrs. (GMT).

**TRANSMISSION:** Quicker by rail.

**STEERING:** E. & O. E.

**CHASSIS:** Cruciform plywood frame (export models only).

**TAPPET CLEARANCE:** Not yet granted by Customs.

**BRAKES (Topley Meter):** .05 retardation at 250 lb. pedal pressure—500 yds. stopping distance.

**TYRES:** Tubeless, treadless, airless.

**LUBRICATION:** By shot-gun every 50 miles: cylinder liners, wet; sump, dry; rear axle, stormy.

**FUEL CONSUMPTION:** Unsettled.

**MAINTENANCE:** Through National Assistance Board.

**NOTE:** In preparing the searching Road Tests which are now accepted inside and outside the industry as definitive appraisals of production automobiles, THE MOTOCAR acknowledges the valuable co-operation of the manufacturers which vitally supplements the labours of the unbiased team of experienced technicians who comprise the permanent Test Unit.

*A famous light car goes into modern dress while retaining its old virtue*

IN approaching the Cootemaster Corncrake one is struck by the ingenuity of the designer in achieving a "New Look" (to borrow a phrase from the language of *haute couture*), without sacrificing the traditional "Cootishness" (there is no other word) which has endeared the *marque* to millions of owner-

By  
**Ronald Collier**

drivers the world over.

If there is the hint of an American accent in the styling of the new front grille it has been translated into decent English, and the Italian influence on the rear end is no more than acceptance of what is universally acknowledged to be a sound principle of design. The

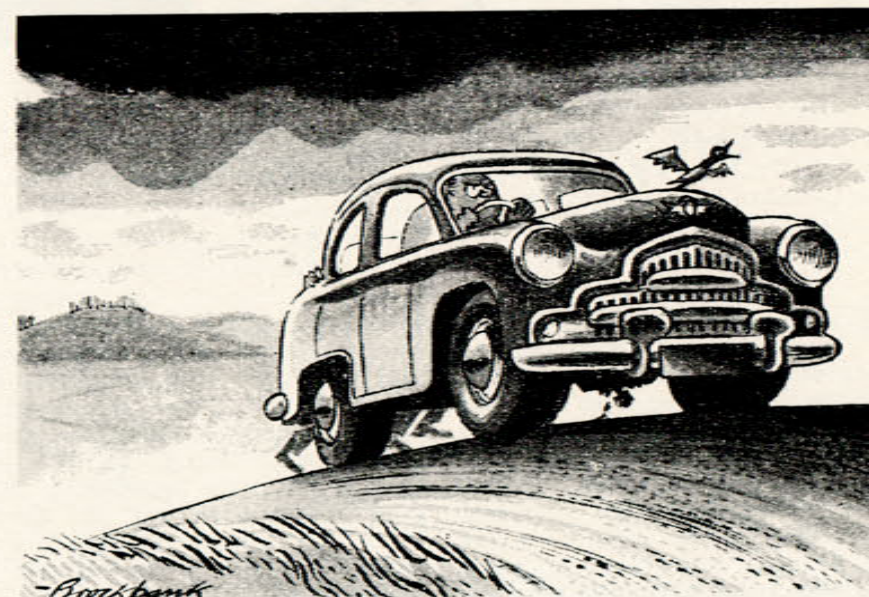
The road test that appears this month is truly a gem of the finest humour and it is as such that it is reproduced here. This article originally appeared in the Christmas issue of "Punch" and, though this may appear odd, it contains some well needed criticism of professional road tests. These road tests in both England and America are all too fond of playing down the failings of a national product to the extent that the reader has to do his own investigation between the lines to discover whether the car has any real faults. This obviously defeats the whole purpose of the test and is tantamount to wilful deception.

Cote Group has never yielded wishily to foreign influences.

The Test Unit, which included on this occasion THE MOTOCAR'S Technical Editor, Dr. Lawrence Pobjoy, D.Sc. and bar, took over the Corncrake on a wet and windy Friday afternoon from the genial and courteous Cote Group London Sales Manager, and set out on a 400-mile journey to the North. As the Unit boarded the car all were impressed by the ease with which access was obtained through three of the four doors by striking a button several times with the fist.

Four of us—and none a lightweight—were able to sit almost upright on the unsprung individual seats with our heads no more than brushing the tastefully-trimmed roof. However, in these days of austerity (and, one might add, sometimes regrettable departures from the sartorial standards of yesterday) the average motorist is more than willing to sacrifice hat-room for the economy and aerodynamic advantages of a low roof-line.

The Corncrake's 10 h.p. four-cylinder, slide-valve engine, now



The Corncrake nearing the summit of Amersham Hill

The figures for 1954 British car sales were recently published. They show a 50% drop in Canadian sales. The major reason, as I have stated before, is due to over-pricing on this market and if this trend continues I would not be surprised to see a further drop of 50% in 1955. Should this occur I will have no sympathy for those who are responsible for the short sighted policy which appears to be primarily interested in a high unit profit rather than in the long term prospects of the Canadian market. Nowhere else in the world does Britain have the goodwill and inherent wealth and prosperity which are available to her in Canada; a failure to take advantage of this fact would be sheer stupidity. Let me quote you the following figures:

The Rover 90 sells for \$3.54 to the pound sterling when related to the taxfree British factory price, yet all of the small popular cars sell at between \$4.11 to \$4.36 to their sterling prices! Do you realise that entails an additional burden of \$200 to \$300 on their retail prices, which you, the purchaser, have to pay? It appears that the Canadian components of the British factories wish to sell this year's Hillman, Morris and Austin for over \$2,000! Who, in his right mind, is going to pay that sum for those cars when he has the domestic models available for \$200-\$300 more?

The U.K. Trade Commissioners and British car dealers across the country appear to be aware, to a certain extent, of the above facts, but knowing the lethargy of officialdom I doubt too much will be done to rectify this situation before the buying season starts this spring. I fully realise that what I say might evoke strong reaction, but then what's the purpose of a magazine if it doesn't acquaint the public with the truth?

mounted flexibly on synthetic cotton-wool blocks, is a trusty power unit that has called for little or no modification over the years since Sir (then Mr.) Wilbraham Cote shrewdly purchased the patent rights in its German prototype from the Custodian of Enemy Property in 1919. The motor ticked over in almost uncanny silence until first gear was engaged, producing no more noise than a concrete-mixer—although synchromesh is absent on this ratio—and accompanied by that familiar tooth-jarring judder from the sturdy single-plate clutch that is an eccentricity beloved by Cootemaster enthusiasts in six continents.

Economy being the mother of automobile invention, the Corncrake relies on only two speeds, yet so shrewdly chosen are the ratios that four inmates of the box would seem superfluous. Reverse gear has been daringly but effectively abolished—thereby greatly reducing production costs—since the machine is easily *pushed* backwards by four average adults by virtue of its low (dry) weight of 30 cwt. But make no mistake, this is still a gear-box to be savoured

(Continued on page 30)



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## Why Public Worship?

By F/L HAROLD COX

"WHY should I go to church? I have my private devotions and I can worship God just as well at home as I can in the most beautiful of the world's cathedrals or churches." How often the preacher hears this or similar remarks! It seems to be the fad of a portion of society (a portion which includes many who wear air force blue) to depreciate the value of public worship. The office of public worship is one that is uniquely the church's own, and as a minister of the church I want to try to justify it, both rationally and scripturally.

Public worship has its roots in both the Old and New Testaments. There is always the exception to any rule, yet it may safely be said that the Old Testament takes public worship for granted. Communal worship was highly developed among the Hebrews and their Temple services were most spectacular. Worship in the temple symbolized the whole nation at prayer.

Truly, Jesus did not set up communal worship but we must not, for this reason, assume that our

public worship is a retrogression or a perversion of Christian teaching. Remember that Jesus was of prophetic rather than priestly tradition. He was a child of the synagogue and although He did denounce the vain repetitions, and prayer that was just for show, these are always offensive. His protests were not against public worship as such but against its abuse. Jesus' custom was to attend the synagogue and He joined in the services of His day.

More interestingly, He called the twelve to be with him. He never meant that Christianity should be a solitary religion. He taught them (and us) to pray saying "Our Father" not "My Father." We cannot use the Lord's Prayer even in the solitude of our own rooms without joining into the fellowship of communal worship. As Wesley wisely states, "The New Testament knows nothing of solitary Christianity." Marked by the love of Christ we are drawn together in a great fellowship that we dare not denounce and that must have public expression. Peter and John

are found praying in the Temple. A group waited in the upper room and received the baptism of the Spirit. St. Paul preached in the synagogues and always led co-operate worship. Thus we see that Public Worship had its place in both the Old and New Testament.

The supreme aspect of worship is the Communion of God with men. Think of the same idea on the human scale—we say a lot about the other fellow behind his back which we wouldn't say to his face. So it is with God. There is a vast difference between talking *about* God and talking *to* God. True worship means the growth in both knowledge and grace. This is the manifestation of the Spirit's presence and activity. Public worship is a highway—we go up, God comes down! Here we find the awe and reverence which man should have before the great and glorious God. Man worships best in a religious assembly because it is easier to concentrate on religious thought if others are doing the same thing.

Another thing that worries me is the fact that so many people seem to think that by going to church they are doing Christ a favor—as if worship were something of a gift which man could use to gratify Christ. I am sure that in recent years we have been contenting ourselves far too much with a friendly and appealing Jesus rather than a vital, strong, commanding Christ. Let us remember that the Christ of the New Testament does not ask us to worship—He *commands* us to worship! Christianity isn't saying nice things about Christ as a prophet, or teacher, or healer or social reformer. It is being ready to make His will our law, His commands our joy,

and His hardest marching orders the music of our lives. Christ doesn't court our worship—He demands it. He does not depend upon us but we depend upon Him and we express that utter dependence through the medium of worship.

In the communion of public worship man adores the Eternal Creator who made us all of one blood to dwell on the earth, the one in whom we all live, move, and have our being. In every age where there is a sense of worship there is an objective truth of God. He is outside us, created and made us one—we offer praise and worship to "OUR Father." We must therefore come to the conclusion that we are all one family. Thus through public worship there is a strengthening of fellowship even on the human scale. True enough, in any given church this sense of community may show stress and strife—yet in spite of the choir splits, the women's association fights, the one who can't come to church because thirty years ago he was insulted, etc., still the church is the best community that one can remember

having found. Public worship above all others offers a means of human solidarity, inspired by a source and force that is everlasting and causes no splits between men. "People who pray together stay together."

Public worship offers regularity in worship which is hard to achieve in private, and the public service is not limited to our personal moods, habits and routine of life. One of the great clues for worship is found in Isaiah 6—the glory of God revealed in His house. It was here that the prophet came to realize the glory of God and his own humility, and finally a sense of duty. Without this apprehension or awe of God there is no true worship. Man reacts to the very setting of public worship with a spirit of worshipful reverence, and the achievement of this sense of awe in private is practically impossible to one not greatly schooled in the sense of God. If Christianity is to do its full work in our world and if it is to spread to our fellow men then there *must* be public worship—man needs it; God demands it!

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# 111 C & R FLIGHT

By F/O DICK CRACKNELL

AFTER being severely chastised by the powers-that-be for missing the deadline for the New Year issue I bow my head in shame, and belatedly wish everyone all the

## 111 C. and R. Flight's Latest Mercy Mission



(Photos by Sgt. Beaudoin)

### Upper Picture:

Squadron Leader J. Hudson (fourth from the right), Chief Operations Officer at Station Winnipeg, briefs the crew of the mercy flight Dakota which departed at 1150 a.m. January 6 for Arctic Bay, N.W.T. to pick up a sick Eskimo child suspected of having appendicitis. Left to right, personnel are—Flying Officer R. H. Wannamaker, 2nd pilot. Squadron Leader W. H. Nickel, Officer Commanding 111 Communications and Rescue Flight who was captain of the aircraft, Dr. W. S. Woods from the Indian Health Services, Win-

best for the New Year from all of us at Com Flight.

We had two searches to contend with around Christmas, first there was the Ground and Air search for P/O Grahn on the 14th, 15th and 16th December and following that we were airborne again 30th December looking for a civilian pilot called Warttig, lost between Kenora and Flin Flon.

The new year started out with the much publicised Mercy Flight to Arctic Bay, about which more will be said elsewhere in this issue. On the 5th January Dakota 913 captained by F/L Dickson took G/C Ingalls to Centralia for the graduation of the first Pre-Flight Course, returning to Winnipeg on the 10th January.

F/L Dickson and F/O Fox are finally back with us after the completion of the jet conversion course at Gimli, and we now have two more jets for them to fly. F/O Chuck Thrasher has left us for a short time to take the same course at Portage and we have F/O Ed McNarry back with us following a short tour at the same station.

nipeg, Squadron Leader J. Hudson, Flight Lieutenant W. Hoy, navigator, Flying Officer W. Chitra, Radio Officer, and Flying Officer B. Bauerfind, navigator.

### Middle Picture:

Crew members of the ski-equipped Dakota from III Communications and Rescue Flight Winnipeg that departed on a mercy flight to Arctic Bay January 6 are shown above. Centre of the group is an Eskimo woman, Miss Ekilakjuk, who was recently released from the Brandon Sanatorium, now cured, she is to be re-united with her family at Arctic Bay.

### Lower Picture:

LAC R. O. Florence of RR No. 2, Winnipeg, and Corporal R. Roscoe of 837 Dufferin Ave., Winnipeg, assisting the child from the aircraft.



This month reluctantly we said goodbye to Johnny Gordon. F/O J. F. C. Gordon joined the RCAF in 1943 after some civilian flying experience and was immediately posted to A.O.S., London, Ontario. In 1945, after two years of driving "Golf Balls," he put away his clubs and went back to civvie street. He worked for the Postal Department till 1950 when once time with C & R Trenton, where he was given a course on helicopters (at CJATC). John's next posting was back to CPATC, Rivers as an instructor on the Bell, and S51. After a short time there he came to 111 C & R and soon became invaluable, again on conventional types. He holds a Senior Commercial License endorsed for Dakotas and Helicopters and a Class 1 Instrument Rating, as well as its RCAF equivalent, the Green Ticket. John is now back at Rivers, instructing on the "Infuriated Palm Trees," and in years to come you will probably see him hovering around your part of the country. Goodbye, John. Drop in and see us sometimes.

## The DONUT HOUSE

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# MAGIC FORMS

By JOHN R. HENDRICKS

## MAGIC SQUARES

It has been of interest to mathematicians since the time of the Babylonians to find the solution to a problem of magic squares. More generally the problem is not of magic squares alone, but of magic squares, magic cubes, magic tesseract, etc., which shall be given the general classification of magic forms.

FIRST of all we shall discuss the magic square. Draw a square and divide it into an equal number of rows and columns by lines parallel to the sides of the square. For example: divide the square into 3 rows and 3 columns as in figure 1.

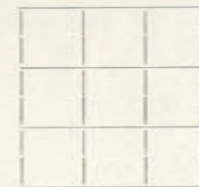


Figure 1

This, then, is the framework of the magic square. In the case of the 3 by 3 magic square we must take all the numbers from 1 to 9 and arrange these numbers in the framework provided in such a way that the sum of any row, or any column, or any diagonal, is identical to the sum of any other row, column or diagonal. Figure 2 shows an arrangement of numbers which is not a magic square, and figure 3 shows an arrangement which is a magic square.

1	2	3
4	5	6
7	8	9

Figure 2—not magic

We can see immediately that in figure 3:

- a). The column 3 has the same total (15) as any other column.

- b). The row (3 5 7) has the same total as any other row, that is 15.

8	1	6
3	5	7
4	9	2

Figure 3—magic

- c). The diagonal 5 has the same total as the diagonal 5 and that their sums are each 15.
- d). The sum of any row, column, or diagonal is the same, and in the case of this 3 x 3 square the total is 15.

By trying the 2 x 2 square, that is a square having two rows, two columns, and two diagonals, with two elements to each, including the numbers from 1 to 4, you will find that this is impossible to solve. That is, it is impossible to have a 2 x 2 magic square.

From the time that the first magic square was developed, it has been a mathematical curiosity to find out whether or not there are solutions of bigger magic squares than the 3 x 3 which is solved above in figure 3. The answer is that it is possible to have magic squares of any size, but that the larger these squares are, the more tedious is the work in finding their solutions. Also, the larger the magic square the more numbers it contains, the larger the sum of the numbers in any row, column or diagonal will be, and the longer it

takes to write such a square down on a piece of paper. Figure 4 shows solutions of a 4 x 4 magic square, a 5 x 5 magic square, a 6 x 6 magic square, and a 7 x 7 magic square. Others can be figured out of each square shown, and still larger squares can be done.

It is convenient to leave the framework of the square off when writing these squares down, and instead just write the numbers which go into the framework as I have done in figure 4.

FIGURE 4

1	12	6	15
13	8	10	3
16	5	11	2
4	9	7	14

This is a 4 x 4 magic square where the sums of each row, column or diagonal have the same value—34.

11	18	25	2	9
10	12	19	21	3
4	6	13	20	22
23	5	7	14	16
17	24	1	8	15

This is a 5 x 5 magic square where the sums of each row, column or diagonal have the same value—65.

10	31	2	32	29	7
3	23	13	12	26	34
4	18	20	21	15	33
28	22	16	17	19	9
36	11	25	24	14	1
30	6	35	5	8	27

This is a 6 x 6 magic square where the sums of each row, column or diagonal have the same value—111.

22	31	40	49	2	11	20
21	23	32	41	43	3	12
13	15	24	33	42	44	4
5	14	16	25	34	36	45
46	6	8	17	26	35	37
38	47	7	9	18	27	29
30	39	48	1	10	19	28

This is a 7 x 7 magic square where the sums of each row, column or diagonal have the same value—175.

Various rules for finding these squares have been developed, and actually magic squares of any size can be made by using these conventional rules. A formula for genii (plural of genius) which relates the sum of any row, column, or diagonal of a magic square to the "order" n of an nxn square is:  $S = \frac{1}{2}n(1+n)$ . In summary a 2 x 2 magic square is impossible to make, but all others are possible, and their magic sum is given by this equation.

Read in our next issue the thrilling article on Magic Cubes!

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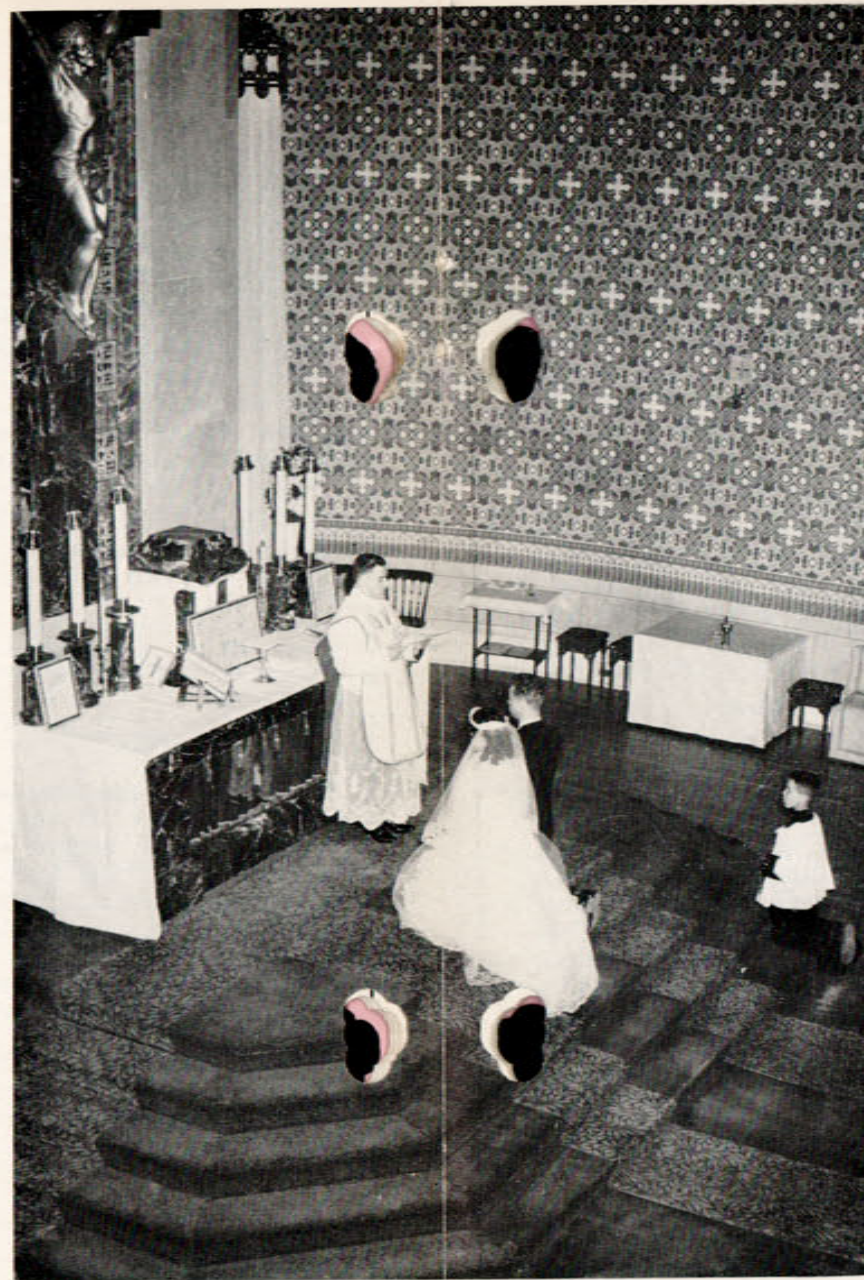
LAC George Walsh —  
Miss Thora Davis  
9 JUNE, 1954



Sgt. Bonniere — Miss  
Helene Cancade  
2 JUNE, 1954



F/O Meadows — Miss  
Jean Todd  
6 AUGUST, 1954



## WEDDINGS

F/O Zahn — Miss  
Mary C. Curry  
1 MARCH, 1954

LAC and Mrs.  
A. Bodnarus  
14 AUGUST, 1954



F/O Hugill — Miss  
Marguerite A.  
Lightbound  
4 SEPTEMBER, 1954



F/O Young — Miss  
Lorine E. Whittla  
13 NOVEMBER, 1954



LAC Belec — Miss  
Rosemary E. Ogonosky  
11 OCTOBER, 1954



# THE PET CORNER

By ERIC NICOL

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

TODAY we start our Pet Corner. Animal lovers whose pets have problems are invited to write in and see if they get an answer.

Our first letter today is from a Mrs. Hugo Yourway of Ailgo Mine. Mrs. Yourway writes:

"Dear Sir,  
We have a canary called Mario but he will not sing. He only opens his beak to eat. He eats much more than the man said he would. We have tried playing records for Mario to see if they suggest anything. He just listens and when the records are finished he cleans his feet.

Mario cost us three dollars and my husband says if he does not sing soon he will find him a cat to play with.

Do you know how to make him sing?"

(Mrs.) Hugo Yourway  
P.S.—We do not know whether Mario is a boy or a girl. Should that make any difference?"

Dear Mrs. Yourway,  
Some canaries don't know when they are well off. I suggest you ignore Mario for a few days. Give him no food. Let his apple get wrinkly. After a while he'll make some sort of noise, even if it's just knocking his head against the bars of his cage.

Whether Mario is a boy or a girl canary should make no difference to his or her singing, but it might be just as well not to discuss the matter in the bird's presence. Some canaries don't say anything but they can hear like nobody's business.

Second Letter:

"Dear Mr. Nicholls:

Our dog bites postmen. We have had six different postmen in the last year and our dog has bitten them all. He gets them when they bend over to put the letters in the slot.

He doesn't mean anything by it but you can see they don't like it. Is there anything you can do to stop a dog from biting postmen?"

Otto Waugh.

Dear Mr. Waugh,

Stopping a dog from biting postmen is fairly simple. One way is to give the dog some letters to carry and while he is carrying them, you bite him. This will give him the postman's point of view and get your name in the papers, especially if the dog dies of hydrophobia.

Another way is to wean the dog onto policemen. But possibly the

best method is to have your dog's teeth removed. Very few dogs find fulfilment in gumming a postman.

Third Letter:

"Dear Sir,

Our tortoise, Jim, has just laid an egg. We have had Jim for ten years and he has never done it before. He hasn't had anything to play with except gravel. We hate to change his name now because he is just getting used to it and when called will snap at your finger.

In the meantime we have this egg in the middle of the rug. We don't know whether to move it or not because we don't know how Jim feels about it, since he has gone upstairs. What do you suggest?"

Mrs. W. C. Overflow.

Dear Mrs. Overflow:

There's no point in trying to hush this thing up. I suggest you take another look at Jim's gravel. Then you should inspect the egg closely. If it has a black spot on it, it is a billiard ball and Jim is having his little joke. You need not hesitate to move a billiard ball as long as you use the end of the cue and don't put your leg on the table.

Yours,

The Pet Corner

NOTE: Don't forget, friends, that Be Kind to Animals Week is May 6th to 12th. You still have plenty of time in which to beat the stuffing out of the little rascals.

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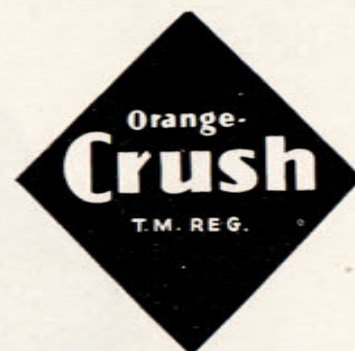
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# THE PET CORNER

By ERIC NICOL

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

TODAY we start our Pet Corner. Animal lovers whose pets have problems are invited to write in and see if they get an answer.

Our first letter today is from a Mrs. Hugo Yourway of Ailgo Mine. Mrs. Yourway writes:

"Dear Sir,  
We have a canary called Mario but he will not sing. He only opens his beak to eat. He eats much more than the man said he would. We have tried playing records for Mario to see if they suggest anything. He just listens and when the records are finished he cleans his feet.

Mario cost us three dollars and my husband says if he does not sing soon he will find him a cat to play with.

Do you know how to make him sing? (Mrs.) Hugo Yourway

P.S.—We do not know whether Mario is a boy or a girl. Should that make any difference?"

Dear Mrs. Yourway,

Some canaries don't know when they are well off. I suggest you ignore Mario for a few days. Give him no food. Let his apple get wrinkly. After a while he'll make some sort of noise, even if it's just knocking his head against the bars of his cage.

Whether Mario is a boy or a girl canary should make no difference to his or her singing, but it might be just as well not to discuss the matter in the bird's presence. Some canaries don't say anything but they can hear like nobody's business.

Second Letter:

"Dear Mr. Nicholls:

Our dog bites postmen. We have had six different postmen in the last year and our dog has bitten them all. He gets them when they bend over to put the letters in the slot.

He doesn't mean anything by it but you can see they don't like it. Is there anything you can do to stop a dog from biting postmen?

Otto Waugh.

Dear Mr. Waugh,

Stopping a dog from biting postmen is fairly simple. One way is to give the dog some letters to carry and while he is carrying them, you bite him. This will give him the postman's point of view and get your name in the papers, especially if the dog dies of hydrophobia.

Another way is to wean the dog onto policemen. But possibly the

best method is to have your dog's teeth removed. Very few dogs find fulfilment in gumming a postman.

Third Letter:

"Dear Sir,

Our tortoise, Jim, has just laid an egg. We have had Jim for ten years and he has never done it before. He hasn't had anything to play with except gravel. We hate to change his name now because he is just getting used to it and when called will snap at your finger.

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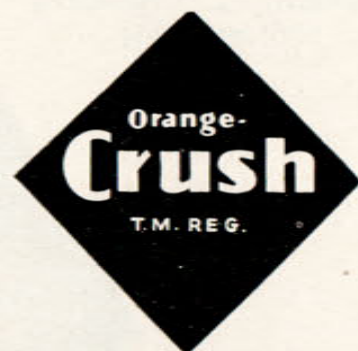
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## CINEMA

February 4  
**DESPERATE MOMENT (A)**  
 Dirk Bogarde Mai Zetterling

February 5  
 Children's Matinee and Serial

February 6  
**SECRET OF THE INCAS (G)**  
 Charlton Weston Robert Young

February 7  
**SECOND CHANCE (G)**  
 Robert Mitchum Linda Darnell

February 8  
**DRAGNET (G)**  
 Jack Webb Anne Robertson

February 9  
**DEVILS CANYON (A)**  
 Dale Robertson Virginia Mayo

February 10  
**RAINBOW JACKET (G)**  
 Robert Morley Kay Walsh

February 11  
**CHARGE AT FEATHER RIVER (G)**  
 Guy Madison Helen Westcott

February 12  
 Children's Matinee and Serial

February 13  
**WORMS EYE VIEW (G)**  
 Ronald Shiner

February 14  
**WHITE FIRE (A)**  
 Scott Brady Mary Castle

February 15  
**NORTH WEST MOUNTED POLICE (G)**  
 Gary Cooper Paulette Goddard

February 16  
**THE SWORD AND THE ROSE (G)**  
 Richard Todd Glynis Johns

February 17  
**YOU KNOW WHAT SAILORS ARE (G)**  
 Tkim Tamiroff Sarah Lawson

February 18  
**CONQUEST OF EVEREST (G)**  
 Documentary

February 19  
 Children's Matinee and Serial

February 20  
**HER TWELVE MEN (G)**  
 Greer Garson Robert Ryan

February 21  
**I WAS A MALE WAR BRIDE (A)**  
 Cary Grant Ann Sheridan

February 22  
**STEEL HELMET (A)**  
 Gene Evans Robert Hutton

February 23  
**PERSONAL AFFAIR (A)**  
 Gene Tierney Leo Genn

February 24  
**LEAVE HER TO HEAVEN (A)**  
 Gene Tierney Cornell Wilde

February 25  
**GENEVIEVE (G)**  
 John Gregson

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

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**VOXAIR VIXEN**  
 Our Vixen this week is yet another local girl, pretty Pat McCloskey of Winnipeg. Pat is nineteen years old, and rumour credits her with measurements of 5'4", 35-23-34.  
 (Photo by Frederickson)

**\$\$ ———— \$\$**

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

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Voxair Vixen  
 Pat McCloskey  
 Winnipeg



# 35 MM PHOTOGRAPHY

BY BILL JASZEWSKI.



## COLOUR FILM

A lot of people to-day do not take pictures in colour because they feel it is much more difficult than black and white. They are filled with the fear that colour film must be exposed very critically or terrible results will ensue. Although more consideration for exposure of colour film is required, it is not necessary to feel it is difficult. More than likely black and white films have been exposed with the same consideration as is necessary for colour film. Therefore, if you have been taking pictures in black and white and respect its variable exposure factors, do exactly the same for colour — but just use the different values.

COLOUR film requires more light for exposure than does black and white. Therefore, colour film is said to be "slower." The difference between "slower" films and "faster" films is known as "film speed." This film speed is given a number. For example, the speed of black and white film may be 50 or 100 and that of colour film 10 or 12. Using your own particular exposure method for black and white you can easily determine the exposure for colour by comparing the various speeds of the films. To further aid you, most colour film is accompanied by instructions which simplify this even more.

Colour film is made separately for daylight and tungsten light. This is necessary since the film unerringly registers the colour content of light. In daylight the colour blue is more predominant and, in the case of tungsten light, the warmer colours, toward orange. Each film is balanced for only one of these. If a tungsten type film is used in daylight it will have a decidedly bluish cast, and if daylight film is used under tungsten conditions a decided orange cast will dominate the picture. But when used for the light balance for which they are intended, normal results will be your reward.

Which type of colour film should you use? It is the writer's contention that one type of colour film should be picked and that one only used until fully mastered. To take pictures both indoors at night and outdoors in daylight it is possible to use only one type of film in spite of the foregoing. This is accomplished by using, for example, a tungsten type film outdoors in day-

light with a conversion filter. This filter is placed over the lens and balances the light to match the balance of the film. Unlike black and white filters, this does not require additional exposure. With this filter over the lens you can use tungsten type film in daylight just as daylight film itself.

It is inadvisable to use daylight film with a conversion filter for indoor tungsten light (although these filters may be obtained) since the exposure will have to be greatly increased because of the quality of that particular filter.

In the case of tungsten type film used in daylight with its conversion filter you are protecting the lens. A filter may suffer damage from sand scratches, and so on, but it may be replaced more readily than a lens.

In the next issue of Voxair, we will cover further aspects of colour film, such as light to dark ratios and their importance, shadow control, and lighting conditions.

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By CPL. BONNIE WADE

DID you miss us last time? Sorry, but all fault must be attributed to the Festive Season, but now that the rush is over and we are settled down to enjoy (?) another winter on the prairies, let's see what can be rounded up concerning the latest events.

It is admitted that everyday life can be confusing, but when you think you are talking to Val, only to discover after a lengthy conversation that it is Jan instead, well, that is darn confusing. But that is exactly what happens to many people on the Station when one of the Minor twins approaches. These pretty young lassies hail from Hamilton, Ontario, where, prior to enlistment in the RCAF, they attended school, and worked as telephone operators. They share most of the same tastes, likes and dislikes. Both girls chose the same trade in the RCAF, that of ROp. For variety, Jan learned to play the guitar, while Val exercises her vocal chords to complete this musical team. Both girls are very popular and have made many friends



Christmas Pyjama Party in WD's Lounge.

in the short time they have spent here, and with their pleasant, happy personalities they should inspire others, as well as enjoy their own service careers.

In spite of all the postings-in, there still seems to be the odd fortunate individual who gets that cherished posting signal — OVERSEAS. This time Vi Meadley drew the lucky number. Aufweidersehn! While on the subject of choice postings, Mitch, too, has been selected — imagine travelling all the way from Station Winnipeg to 2ANS!

Obviously it is about time we held classes in ways of opening doors other than with keys, that is if people are going to persist in locking their keys in their rooms. In barracks you see attempts being made to perform this feat with all sorts of weapons, from nail files to coat hangers. A brilliant suggestion was overheard from the hallway recently — "Let's carry our keys around our necks like the war-time style for dog tags." Now, there's a thought.

If diamonds are a girl's best friend, Joyce Maxwell must be one of the happiest, judging from that beautiful ring now adorning her left hand.

A January sale of slightly used radios should be planned in BB9. Reason: we don't need them as long as June O. is living with us.

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# GRADUATING CLASS 5404 (LR)

On Their Way To The North Celestial Pole



(Photo by Cpl. J. A. Ford)

Back row, left to right: F/L Power, A/P/O Faux, A/P/O Mugford, A/P/ Smalley, F/C Breault, A/P/O Walker.  
Centre row, left to right: F/O Griffiths (Instructor), F/L Curry, F/O Wright, A/P/O Hensley.  
Front row, left to right: F/C Lewis, A/P/O Eriksen, F/O Woods, A/P/O Featonby, A/P/O Larkin, A/P/O Leigh, A/P/O Weeks.

## THE DULUTH SPECIAL

I was not at 40,000 feet, nor had I a picture of Marilyn Monroe tattooed on my chest, but I was fifty miles south-east of Duluth at 7,000 feet. Those of you who are familiar with Agnes Lake will easily see that I was ninety miles south of the border, and very nearly down Mexico way.

I was the victim of another system that never worked, but this one was an unserviceable compass system. For a brief moment in my life I was notorious. My pilot and I were lost. As they say down in God's Country we were a "crazy mixed up crew" — let's face it!

It was overcast, undercast, and we were downcast. In the end it was a case of submission to the kings of the 49th parallel. The Americans naturally noticed our untimely arrival, but didn't bother to find out who we were. They expected MIG 15s so they sounded the alert, disturbed Ike who was busy chipping golf balls into a British vase in his bedroom in Florida, and sent up an F-86 to pass the time of day with us.

It's obvious that the only thing an Expeditor can do when chased by an F-86 is to beat a hasty retreat, even if it means returning to Winnipeg. The net result was the filing of a violation against us, a late night in bed, and a most amusing three hours whilst the trip was being marked. They event-

ually found seventeen major errors, and four minor errors, which included a visual fix plotted inaccurately from S.F.A. and New York. I also found out that the best way to make a moonshot appear on the chart rather than on the table is to discard it and take another, rather than apply P in A twice.

My experience of war with the U.S.A. is over. As I sat in the back of that Expeditor, cool, calm and collected, chewing a cigarette and smoking a salmon sandwich, I thought on the terrors of a system such as this. I mean, of course, the U/S compass system . . .

After spending thirty-seven long and hazardous weeks at Winnipeg we have at last reached the point of no return. During our stay we studied the gentle art of navigation and, as the culmination of our efforts, we now put forward the following I.Q. test which should be passed by all prospective navigators. The pass mark is not more than 14.001 percent.

### Multiple Choice

(Read the questions carefully and place an "X" opposite the answer you consider most applicable).

(1) If you suddenly found yourself three hundred miles off course you would

- .....(a) cage the B3
- .....(b) warn the pilot
- .....(c) alter heading variation
- .....(d) check the date on your parachute

(2) The definition of a "tick-tock" man is

- .....(a) a Swiss watch-maker
- .....(b) a radio Officer
- .....(c) a metro-gnome
- .....(d) none of the above

(3) To light a fire in the bush you would

- .....(a) rub two Boy Scouts together
- .....(b) stamp your boots until you see Sparks appear
- .....(c) borrow a match from him
- .....(d) remove the tobacco and make a cigarette lighter
- .....(e) warm the pilot

(4) On being given the bird you would reply

- .....(a) that's not my pigeon
- .....(b) why did the chicken cross the road?
- .....(c) stuff it
- .....(d) don't be fowl

(5) Which of the following would you prefer to do when on safari?

- .....(a) climb Mt. Everest
- .....(b) discover the ancient severe-eal col-umns
- .....(c) wound the pilot
- .....(d) see Sperling-Oxbow-Manor

(Continued on page 32)

# GRADUATING CLASS

## 5404 (AI)



Photo by LAC L. A. Gratton.

Back row, left to right: F/C B. Portier, F/C H. G. N. Hilberink, F/O P. J. Middleton, F/C S. G. Nunney, F/O R. B. Jefferd, F/L B. E. Collings, F/O N. D. M. Davis.

Front row, left to right: F/C A. L. M. Verbeek, F/O E. V. Richards (instructor), F/O A. F. Atwell, Lt. J. A. P. Pontillon, F/C M. G. Kenny.

### F/O Al Atwell

Appearance: With an open tunic.  
Favorite Expression: "Well, I don't understand why . . ."

Hobby: Twisting the Instructor's words.  
Ambition: To know why he sees a blip on the scope.

Biggest Worry: Won't make a distinguished pass.

### F/L Bryce Collings

Nickname: "Fat boy."  
Appearance: Amiable, like a beer barrel.

Ambition: To checkmate Turk in three moves.

Favorite Expression: "You should see this Plymouth!"

Probable Destination: Synthetics instructor.

### F/O Norm Davis

Appearance: Worry wort.  
Favorite Expression: "I don't know anything."

Ambition: To tear the hand control out.  
Probable Destination: Al's place for a brew.

### F/C Mel Kenny

Nickname: "The Kid."  
Favorite Expression: "Oh, very well!"  
Ambition: To be locked in the bar after hours.

Hobby: To beat Sid at pool.  
Appearance: With a cigarette in his face.

### F/O Bob Jefferd

Favorite Expression: "Got a cigarette?"  
Hobby: Smoking other people's cigarettes.

Ambition: To marry a girl who owns a cigarette factory.

Appearance: Late.  
Probable Destination: Recruiting on Baffin Island.

### Pte. H. Hilberink

Nickname: Hank.

Favorite Expression: "You b . . . Canadians."

Hobby: Shooting pool.  
Appearance: Tall.

Probable Destination: YWCA.

### F/O Phil Middleton

Appearance: Like a policeman.  
Hobby: Being a dark horse.

Ambition: To leave training command.  
Favorite Expression: "Well, I'd do it this way."

Probable Destination: The bar on Friday evening.

### F/C Sid Nunney

Appearance: Short and fat.  
Hobby: Beating the "Kid" at pool.

Favorite Expression: "You're dirty—I like you."

Ambition: To leave Winnipeg.  
Probable Destination: Winnipeg.

### Sub Lt. Jean Pontillon

Nickname: "Pon-pon."  
Ambition: No ambition.

Hobby: No hobby.  
Appearance: Half dead.

Probable Destination: Croupier at Monte Carlo.

### Pte. Brebus Portier

Appearance: You see him if he's there.

Ambition: To sleep all day.

Favorite Expression: "Sorry I'm late Sir, but I was . . ."

Nickname: "Jungle Jim."  
Probable Destination: Back to the jungle.

### Sub Lt. Jean Paul Serrant

Appearance: Dapper.  
Favorite Expression: "But I know . . ."

Biggest Worry: Might have to drink Pierre's milk.

Hobby: Staying away from greater Winnipeg.

Probable Destination: Cook on a mine sweeper.

### Pte. Antonius Verbeek

Nickname: Tony.  
Favorite Expression: "It's ridiculous."

Ambition: To make Jungle Jim study.  
Appearance: With a stoop.

Probable Destination: G.O.K.

### F/O Ted Richards

Appearance: Nonchalant.  
Hobby: Juicing with the troops.

Ambition: To pass us all.  
Favorite Expression: "Is that right, Dad?"

Probable Destination: Back east in a Mitchell.

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# Today in SPORT

By CPL. HOWARD O'BYRNE



(Photo by Sgt. Beaudoin)

Sgt. E. Carrier in action with the station bowling league.

## BOWLING

The bowling league is back to normal again after the Yuletide holiday. After the first week in the New Year Cpl. Hobart is holding the hi singles with a 372. WO Jim Loach is still running with a hi triple of 833. The week before Xmas the club held a turkey roll and LAC Herman Green walked off with a turkey for getting the hi triple of the week.

\* \* \*

## HOCKEY

The Station hockey team had its first game of the season against the Navy on January 3rd. This the opening game of the Inter-Service League saw our team come out on the long end of a 6 to 1 score. Coach Nickie Sargent had a chance to test the strength of his different lines and all lines and the defence showed up very well, considering it was their first game together. It was very encouraging to see the players trying to work together and adjusting themselves to their respective lines. Some of the play-

ers seemed in better condition than others. The forward line of McPherson, Linch and Keenan gathered most points of the game by getting 3 goals and 4 assists between them. The line of Lapointe, Bowie and Pickering was not far behind with 3 goals and 1 assist to its credit.

Another line consisting of Wallace, McDonald and Harris although not scoring was effective, but seemed short on conditioning, probably through not being able to attend most practices. Back on defence were Groulx, Henry and Sandberg. Playing well at times, they seemed to become disorganized occasionally, but showed signs of becoming a strong and effective defence as the season progresses. Mabb in goal played an outstanding game, and was called on to make some spectacular saves. Spectator comments after the game were to the effect that the RCAF have a smooth and fast team.

There are still two or three players to be dropped from the roster. The coach is having a nightmare trying to decide who it will be. Also there is a 3-way fight on between Mabb, Scott and Vince for the goalie position.

## SGT. BOB GARDINER -DEFENCE

A former player (1939, 1940 and 1941) with the Junior B League in Brandon and for a season with the well-known Yorkton Terriers of the Senior A League, Bob started his service hockey with the Pat Bay Flyers RCAF team, also Senior A. From 1946 to 1951 he toiled for the Camp Borden Flyers in the Senior B League. 1951 to 1953 saw him with the Portage Plainmen of the Senior B League. Is going great guns for the station team this season.



(Photo by Sgt. Beaudoin)



(Photo by Sgt. Beaudoin)

Smiling broadly is F/O R. W. Kerr of RCAF Station, Winnipeg, holding the Sir H. J. Macdonald Challenge Cup he won recently at the Manitoba Rifle Association meet at the St. Charles rifle range. Tyro Kerr made a clean sweep to win the Free Press Prairie Farmer event and the cup. Congratulations!

We would like to see more of the Station personnel out to cheer the boys on. The games start at 1830 hours but it is expected to have them at more convenient hours shortly.

Following is a schedule of the remaining RCAF games in the Inter-Service League. All games are at the Olympic arena.

- Feb. 14—RCAF vs. FOB
- Feb. 24—RCAF vs. RCMP
- Feb. 28—RCAF vs. RCHA

## CURLING

The second half of the curling schedule got underway on January 6th. At a meeting held on January 5th, it was decided that after the regular schedule is completed the four top teams in the groups would play off for the Station trophy. It is expected to start the finals on March 17th.

A total of 12 picked teams have entered a playdown to decide a winner to represent Winnipeg against RCAF Station Gimli on

*While the Winnipeg Junior Hockey League has a full season, the senior team, the Maroons, have no league, and have to depend mostly on exhibition games. Attempts have been made to arrange games with a Lakehead team or the Fort Frances Canadians, but these teams are tied up with their own leagues. However, Mr. Terry Hind, the Maroon manager, finally has a 2-game series arranged with the Regina Caps to be played in the Amphitheatre on January 14th and 15th. It will give him his first chance to see how his lines will work and make any necessary changes. We hope he hits on a combination that will not only whip the visiting Caps but will bring home the Allen Cup.*

January 28th. The six teams remaining after the first round of play are Montgomerie, Bellan, Turner, Lovasz, Sparks, and Teeling.

Some games in this series have been close, and have produced some first class curling. The Montgomerie-Graham game was a nip-and-tuck affair all the way through. Monty was one up coming home and Graham had two counting. Monty came down with his last rock and cut Graham out of his two counters. Graham came down with his last rock to try and tap Monty through, but he was a little



(Photo by Sgt. Beaudoin)

F/O Ray Daly sends one down.

wide and slipped through.

Another very interesting game was the Viklund-Turner contest, with both skips pulling off some of their Sunday-best shots. Tied 7-all coming home, and when Viklund went to throw his last rock Turner had two counters tucked away behind lots of guards. One was in the four-foot and the other in the two-foot circle. Vic tried to draw but was a little light.

The second round is expected to be run off around the middle of January.



(Photo by LAC L. A. Gratton)

**F/O PAUL SCHMIDT—PLAYING COACH**  
Embarked on his basketball career in the local high school league in Grandforks, B.C., in 1946 where he stayed until he joined the RCAF in 1953. During the 1953/54 season he played for the RCAF Station at London, Ont., RCAF Station Centralia, RCAF Station Portage and RCAF Station Saskatoon. Had a hand in organizing this team. Usually plays guard position.

## BASKETBALL

The basketball team opened the Man-Group League with a game against RCAF Station MacDonald in the local Drill Hall on January 11th and emerged close winners by 54-50. The game was a very interesting affair with tempers flying in the dying moments of the game. The boys have made a fine showing

so far, winning all the exhibition games played before the league started. They are also in the Manitoba Intermediate Basketball League, and have won both games in that league to date. F/C Jerry Urquhart, LAC Al Ratcliffe, F/O Bill Muise and F/O Bob Howard have contributed much to the team's success.



F/C Jerry Urquhart, forward, started his basketball career in the Hamilton High School League in 1948, and continued until 1950 when he joined the McMaster University team. 1952, 1953, and 1954 saw him in action with the Hamilton YMCA in the Southern Ontario league. Joined the station club this year.

(Photo by LAC L. A. Gratton)





#### U.S. NAVY HELICOPTER GETS MORE POWER

A new, high-powered version of the U.S. Navy's HUP-2 fleet helicopter made its first flight recently at Piasecki Helicopter Corporation's flight test facility at Philadelphia International Airport.

The installation of a 700 horsepower Wright R-1300-3 engine combined with new dynamic components will give a large increase in power, resulting in higher payloads, speeds and ranges.

The new design, renamed HUP-4, is such that retrofit installation can be incorporated in the present helicopters. Thus, HUP-2, H-25A and HUP-3 helicopters now in service with the U.S. Navy, U.S. Army, Royal Canadian Navy, and French Navy can be converted to the new, higher-performing version.

The HUP helicopters have been operating with the U.S. Navy at sea and ashore since January, 1951. Hundreds of rescue and other mercy missions have been made during their operation.

#### THE MARTIN-BAKER EJECTION SEATS

The Martin-Baker Aircraft Company of England, whose ejection seats are standard equipment on most Royal Air Force jet aircraft, have been conducting trials to provide safe automatic ejection from aircraft over a very large range of speeds and altitudes. During recent tests a successful ejection was made at 50 feet from a Meteor travelling at 500 knots. The dummy used does not appear to have raised any serious objections to the violent initial impact it would have experienced during this high-speed bale-out.

Martin-Baker claim that it would be possible to make a safe ejection even from the runway with their latest equipment, provided the speed is greater than 120 mph. The ejection chute opening and seat release are entirely automatic once the pilot has jettisoned the hood and pulled down his face blind.

#### TWO NEW UNITED STATES AIRCRAFT

From the United States comes news of the super-priority development of two new large aircraft.

The Convair XB-58 Hustler is a delta-winged supersonic bomber capable of speeds around 1000

## TECHNICAL NEWS

Edited by

F/L C. CHESHIRE

m.p.h. and designed to carry a load of atomic bombs.

The Douglas C-132 four turbo-prop tanker/transport now being built will be capable of carrying 100,000 lb. payload.

Engines for both types are still under development; the General Electric J-79, developing 15,000 lb. thrust for the Hustler, and the Pratt and Whitney T-57 for the C-132.

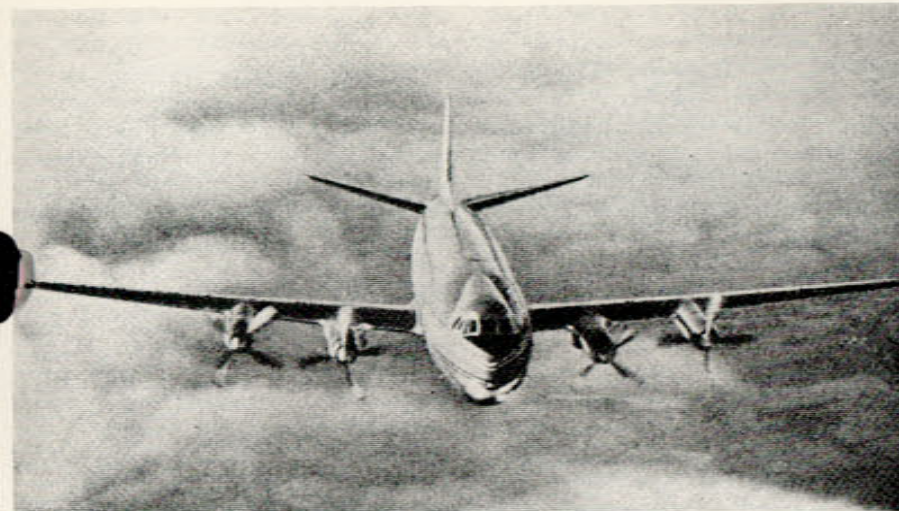
Martins new four-engined flying boat, the P6M Seamaster, is due to start its flight tests in the near future.

\* \* \*

#### F-100 SUPER SABRE

A United States air force spokesman disclosed that "soft metal, which allowed sections of the wing to tear away at high speed," appears to have been the cause of three recent F-100 crashes. These crashes resulted in the grounding of all F-100's.

The 'soft metal' was, unfortunately, around the bolts holding the wing sections in place! Metal fatigue was not involved!



The Viscount

#### VICKERS TRANSPORT

Vickers-Armstrong are already planning a successor to the Viscount, a number of which were recently ordered by T.C.A. The aircraft will probably be powered by four Rolls-Royce RB-109 turboprops, and have an all up weight of 120,000 lb. The aircraft, which has not yet been named, will most certainly offer the same economical operation advantages that the Viscount has.

#### THE NORTH AMERICAN FJ-4 FURY FIGHTER

THE FJ-4, latest Fury Jet fighter for the U. S. Navy, completed its first flight on 28th October.

It is a direct descendent of the FJ-1, first jet fighter to be qualified aboard a carrier. It follows the FJ-2 and FJ-3 off production lines of the Columbus aircraft plant.

Powered by a Curtiss-Wright

J-65-W4 engine of 7,800 lbs. thrust, it is faster than any of its predecessors. It will be capable of speeds in excess of 600 knots. It has a high rate of climb, and may serve the U. S. Navy as an interceptor, or as a carrier of special externally stored weapons.

Configuration of the new craft follows the lines of earlier FJ series models, including the 35 degree swept-back wings. It has hydraulically operated irreversible controls with artificial feel for the ailerons and all moveable tail. The wings fold for carrier storage. It features a mechanically drooped thin wing leading edge and aileron flaps to improve low speed characteristics during carrier approaches.

Armament consists of four 20 millimeter cannons.

The North American FJ-4 Fury jet fighter will have a maximum gross take-off weight of over 19,000 pounds. Its service ceiling is in excess of 45,000 feet.

It is equipped with a hydraulically retractable tricycle landing gear, with single disc, hydraulic brakes. Landing gear shock struts are air-oil.

The aircraft is the first of two prototypes currently being built at the Columbus Division of North American Aviation, Inc. They will be immediately followed by an undisclosed number of production models scheduled to be delivered to the U. S. Fleet during 1955 and 1956.

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## AUTOMOBILES

(Continued from page 11)

by the most discriminating *pilote*, affording an extraordinary surge of torque in the direction ratio. It was therefore unfortunate perhaps that the steering-column-mounted gear-lever snapped off in the driver's hand as we essayed the ascent of Amersham Hill, travelling at what our sporting colleague "Grand Prix" would call "full chat." A trifling fault in the linkages (which are possibly a draw-back of this American-fangled system) was soon tracked down, and a new lever was supplied and fitted by the local Cootie Group distributor.

*(Editor's Note: This small fault has been rectified in current production models, the makers inform us.)*

During another fifty miles of fastish motoring in more than average comfort, we were able to put the Corncrake through some stiff paces. She responded effortlessly to every demand.

Suffice it to say in detail that, given straight, uncrowded roads (a blessed rarity in This England today!), the machine with four up can extract forty miles from the hour without strain. At one point, descending a gradient of 1 in 5 outside the charming walled town of Oswaldtwistle, an indicated 50 knots was achieved, though a sharp hint of valve "bounce" from under the bonnet brought the driver's foot prudently off the comfortable, organ-type accelerator pedal. The incident demonstrated once again the inadvisability of pushing r.p.m. beyond the limits carefully laid down by motor-car manufacturers.

Steering was light yet firm enough to require a solid wrench when it was desired to change the

car's direction. And if there was a trace of oversteer—as Dr. Pobjoy remarked, biting into a beef sandwich—"so what, Mac?"

On the bends the Corncrake can surely hold its own with all but the most expensive models. Slide it may, especially under the wet conditions faced by the Test Unit, but the skidding can be controlled, after a little practice, by "sawing" violently with the well-positioned, spokeless steering wheel in the approved Grand Prix manner.

We would be failing in our critical duty if we omitted here a reference to the fact that when we came to restart the car (by light pressure on a neat red button) we discovered that the power unit was still idling, though the ignition switch was at the "off" position recommended in the makers' handbook. The phenomenon of pre-ignition was ultimately identified as the cause of our troubles—and this, of course, was agreed to be natural enough in a new machine pushed as hard as the Test Unit had pushed the faithful Corncrake all evening. *(Editor's Note: This small fault has been rectified in current production models, the makers inform us.)*

The night that encompassed us now was abnormally black, due to the continued inclement weather, as we motored on to our next objective—Barnoldswick, with its ivy-mantled black-pudding works and toffee-mine. The going was hard, but Dr. Pobjoy, who had retired to the rear seat with the last packet of sandwiches, kept us wakeful and enthralled with tales of eating his way through the *Massif Central* in a Panhard-Levassor, matching the car against a slow French goods train (and

emerging the victor—no inconsiderable feat in those early days).

Without further testing of the unique Corncrake carbide lighting system—which ingeniously combines the head and sidelights in one beam by an entirely new optical principle—it would be captious to carp at a certain difficulty in seeing more than twenty yards ahead which all of us encountered. Certes, however, the lights were adequate to warn oncoming traffic of our approach, while never threatening to distract our passing motorist friends by "dazzle." And the Test Unit unanimously agreed that the lighting bore no share of responsibility for the Corncrake picking off two cyclists outside Heckmondwike with its pretty village duck pond.

The trip was completed without further incident, and as we breakfasted, tired but happy, on delectable dried eggs at a tiny Newcastle restaurant (which shall be nameless at the request of the Technical Editor), we compared notes of our impressions of the Corncrake. The verdict was unanimous. "The 1955 Cootemaster Corncrake is no mean inheritor of the name that is now a motoring by-word, and is worthy upholder of the great traditions of British engineering," we chorused, and hoped the Editor would agree to use this phrase.

The accompanying data, turned up during tests on THE MOTOCAR's proving ground, will afford the technically-minded all the information they need, but a word or two should be added about the Corncrake's trim and finish. Upholstered in tastefully-tartaned, self-cleaning Rhinoid, all seats face forward (a thoughtful feature), the driver's position being adjustable by an

ingenious system of ratchets and sprockets. Four draught-proof, non-opening windows enable all occupants to look sideways out of the car by lowering their chins to their chests. Instruments have been dramatically reduced to a single dial—mounted on a refreshingly simple fascia board of unpolished tin—which indicates the car's speed in all-calibrated terms of miles per hour and gives an accurate estimate of the fuel contained at any given moment in the sensibly-placed rear tank.

Ample luggage for four may be carried by fitting a well-built roof-rack (optional extra), and clearing the roomy boot of the tool-kit and spare wheel (which Dr. Pobjoy found he could comfortably carry on his lap for considerable stretches without fatigue.) Finally, a word to the fair sex, whose influence on automobile fashion has been such a feature of these post-war years: the Corncrake is available in an attractive range of three-tone pastel finishes devised in co-operation with the British Colour-blind Council and the Bottom Twelve Dress Designers.

## THE COMPLEAT SURVIVALIST

(Continued from page 9)

ter course is the same as that used on the summer course, problems are entirely different. One of the biggest of these problems is to rid a man of his fear of cold. It does seem ridiculous, I suppose, to lie down to sleep in a bag beneath a lean-to-shelter in sub-zero temperatures. But it no longer seems ridiculous once you've done it. In fact, it seems quite a reasonable procedure. As for food—well, noth-

ing looks quite so empty of it as snow-covered bush country. None the less, you soon come to realize that there's plenty of food, both animal and vegetable, if you know how to find it. (On the course of which I am writing, though, nothing could have really got me down. Throughout the seven days of trek, all I had to do was conjure up the picture of the press men taking their bath, and all my difficulties melted away.)

I must add that I developed my friendship with the dog, and that it was only the great respect I had for him that prevented me from stealing some of his rations. They were a great deal more attractive than my own. Good dogs, of course, are harder to come by than Flying Officers.

And now—the Compleat Survivalist—I can cope with Nature in

any of her moods. Red in tooth and claw, I can live off the land south of the tree-line, either in winter or summer, with only the very barest essentials to help me. I can nourish myself on roots, pine needles, rabbits, birds, and fish. I can smoke spruce bark. With nothing but an axe and a knife, I can sleep comfortably in a blizzard at 50° below zero.

I can do all these things—but I'd still much rather not do any of them.

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(Continued from page 25)

- (6) If, as squadron navigation officer, you received a large packing case you would
- .....(a) notify the owner
  - .....(b) fill in a B-16, in triplicate
  - .....(c) look for a three-phase motor
  - .....(d) flunk your promotion exams
- (7) When there is a red sky in the morning you would
- .....(a) expect Shepherd's Pie for lunch
  - .....(b) take a Bromo-Seltzer
  - .....(c) remove your head from under the blanket
  - .....(d) wake the pilot
- (8) The cadence on early morning drill is
- .....(a) slow, slow, quick-quick, slow
  - .....(b) 24 points per hour
  - .....(c) 3/5 of 5/8 of . . .
  - .....(d) non-existent
- (9) Which of the following did the Ancient Chinese use for direction finding?
- .....(a) a lodestone
  - .....(b) a Lightstone
  - .....(c) a gallstone
  - .....(d) a rolling stone



(See Back Cover)

THE VICKERS VALIANT—MEDIUM BOMBER

The Valiant, first of Britains four-jet bombers to go into super-priority production for the Royal Air Force, is scheduled to go into squadron service this month at Gaydon, Middlesex. The version shown is the Valiant B1 powered by four Rolls-Royce Avons. Although no performance figures have been released it is likely to have a range of some 8,000 miles, operating at near sonic speeds with a service altitude of some 55,000 feet.

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