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# Postair

AN AIRFORCE NEWSMAGAZINE

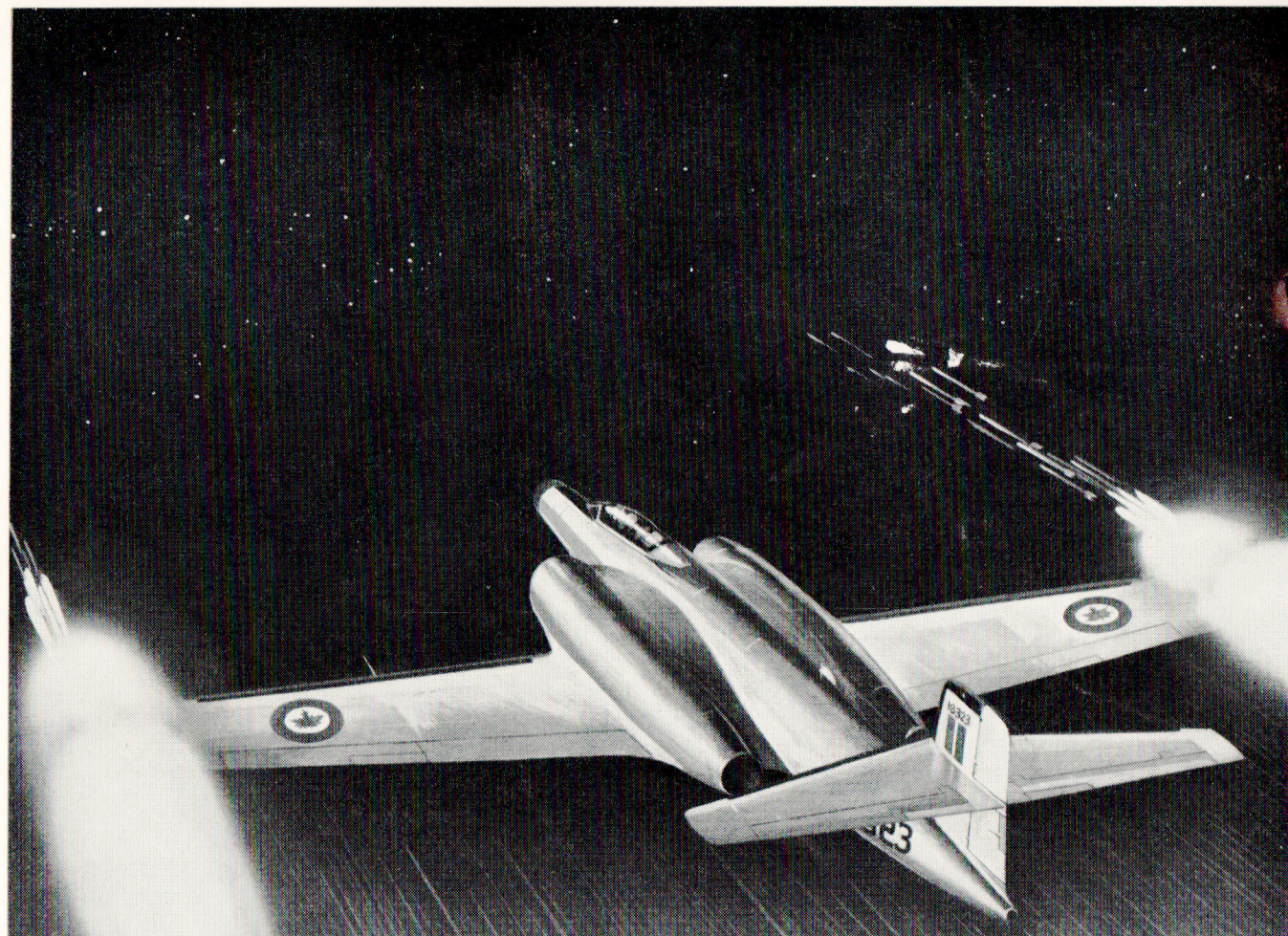


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WINNIPEG  
NOVEMBER 30, 1956





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WINNIPEG, MANITOBA



AN AIRFORCE NEWSMAGAZINE

VOL. 5, No. 14.

NOVEMBER 30, 1956

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Why do people glower and sneer,  
Whenever we go to town?  
The girls all turn away in fear,  
Or to our faces frown?

Before I donned this uniform,  
Or joined the Air Force,  
It seemed I always had a date,  
The girls all liked me, of course.

But now they turn away in hate,  
Whene're I come their way;  
Their answer is always the same,  
"I can't come out today."

I'd love to, Don, I really would,  
But Mom would have a fit,  
But if you wore civilian clothes  
She wouldn't mind a bit.

I'm proud to wear the Air Force blue,  
Why should I be ashamed?  
Because ONE Airman raised old hell,  
Why should we all be blamed?

Civilians go astray too you know,  
But that is not the same,  
For he is not in uniform,  
And no one knows his name.

Mothers say that folks would talk  
If her girl is seen with you,  
But do these Mothers all forget,  
That we have Mothers too?

But come the day when he is kill  
How do the people stand?  
"A brave and fine lad was he,  
A credit to his land."

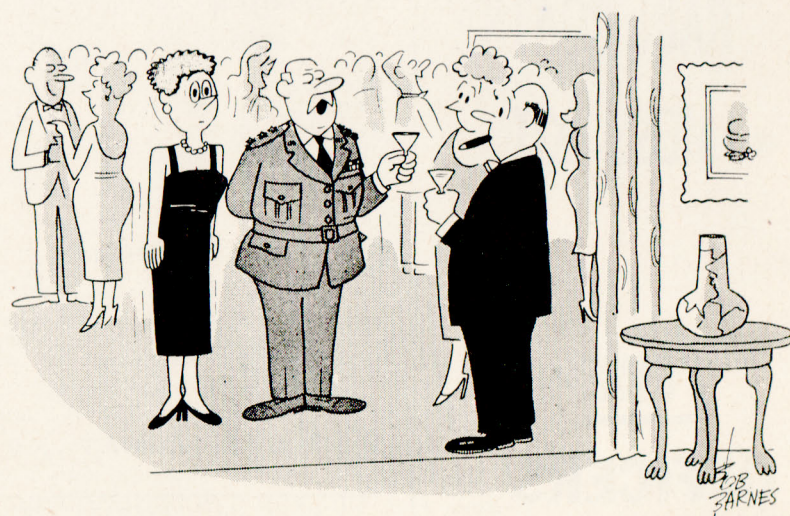
—Written by an Airman  
from Camp Borden.

### REVELATION

By PATIENCE ZAWADSKY

To find her hidden talents, she  
Took every kind of test:  
The Rorschach and the Aptitude,  
I.Q. and all the rest.

But now she models bathing suits.  
The tests were all misguiding.  
She found out in her mirror that  
Her talents were not hiding.



THE SATURDAY EVENING POST

"Of course, I never was one to . . . at ease, Martha . . . throw my rank around."

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# NORTHBOUND



## MAGIC CARPET

By CPL. BUD PAULS

Illustrated by Peter Carey

IN A recent edition of Voxair under the title, "The Fascinating Names of the North," there was offered a bit of speculation as to the origin and meaning of some of the intriguing place-names found in Canada's north country. The article concluded with the observation that by looking northward we could "turn our imagination loose and interpret these names to, at least partially, satisfy our longing for suspense and adventure." But also cautioned that we could do only "until some wise guy comes along with some simple and colourless explanation to rudely shatter our dreams."

Since publication of the article referred to above, some information concerning the names of the north has been obtained from the Canadian Board on Geographical Names and the Department of Northern Affairs and National Resources in Ottawa. These government departments have shattered a couple of our dreams but, on the other hand, have lent colourful emphasis to others.

Some of the names and the explanations and information we have received concerning them are as follows:

Battle Harbour on Labrador's Atlantic coast received its name because in the early days there was constant feud between the Eskimos and Indians, and it was at Battle Harbour, tradition says, that final and decisive battle took place in which the Indians were victorious.

Cape Comfort on Southampton Island in the Keewatin District, was named by Bylot in 1615, who said, "this (the falling of the tide)

puts us in great hope of a passage this way."

As we continue investigations into the names of the north we find that many of them were given during the historic search for the north-west passage. Another example of this is Repulse Bay in Roes Welcome Sound, Keewatin District, which was named by Middleton in 1741 because he found land where he expected to discover the north-west passage.

The Eskimo translation for Tunungayualuk Island, Labrador, is, "The big one with its back turned." The high part of the island, which might be considered its back, is towards the mainland, with the seaward side of the island relatively low, we are advised.

In our previous article we wondered what gamble or uncertainty prompted the naming of Wager Bay. We are now informed that Wager Bay, situated in Roes Welcome Sound, Keewatin District, was named by Middleton in 1742 after the Right Honourable Sir Charles Wager (1666-1743).

We dreamed of comfort and security previously when we took note of Home Bay but we find now that this bay, located on the east coast of Baffin Island in the Franklin District, was named after a Scottish surgeon and anatomist, Sir Everard Home (1756-1832), and that it was given this name by Ross in 1818.

Terror Point on Southampton Island, Keewatin District, was named after H.M.S. Terror, commanded by Back during his voyage of 1936-37. Fury Strait and Hecla Strait, north of Melville Peninsula in the Franklin District, also bear the names of ships—the two vessels under the command of Parry in 1822.

In tracing down the translation of the Eskimo name Povungnituk Bay, you might say that we uncovered a bit of a stink in Ottawa, to coin a pun. Mr. G. M. Munroe of the Canadian Board on Geographical Names, who so kindly obtained most of our information, referred our query to the Department of Northern Affairs and National Resources where Mr. G. W. Rowley made yet further reference to Mr. Leo Manning who, we are told, has an intimate knowledge of the Eskimo language.

Mr. Manning reported that the translation is "the place of bad smells," and Mr. Rowley, reporting further on Mr. Manning's translations, says: "The sort of smell implied by the first part of the word 'Povungni' is the smell of an animal which has died and has become inflated. It is the sort of smell one occasionally gets canoeing when one passes downwind of a place where a deer has died."

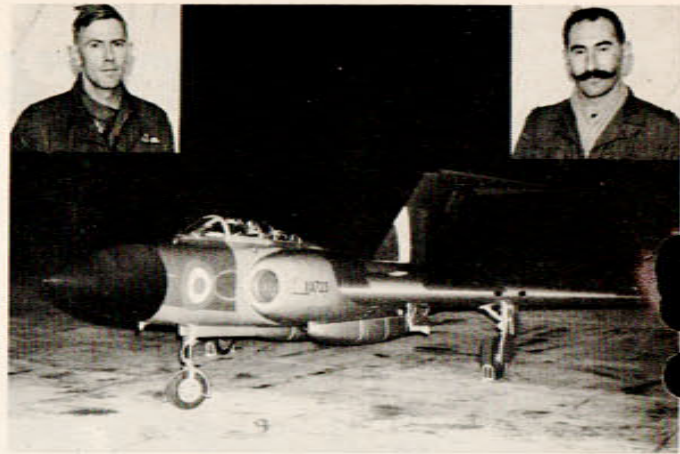
On several other names there is no information, and we are left with such puzzling examples as Opposite Island and Maiden Island. There is certainly plenty of room, then, for continuance of our easy-chair adventures. So—step right up, folks, there's no load limit on the magic carpet of Imagination!



Edited by CPL. RON BAYNES

### "JAVELIN" PAYS CALL

Photographer Milton caught the Gloster Javelin during the stop-over in Winnipeg last month en route to Edmonton. The Javelin was flown from Boscombe Down in the United Kingdom to Canada for winterization tests at CE & PE, Namao. Inset are S/L A. D. Dick, RAF, the pilot, and F/L N. F. Penny, RAF, navigator.



### "Fantastic" Aircraft Will Succeed X-2

Washington sources stated this month that the successor to the lost X-2 research rocket plane probably will be a "fantastic" aircraft designed to fly several thousand miles per hour at unprecedented heights. At least one such project, the X-15, already was well under way before the loss of the X-2 last month. The X-15, a North American Aviation project, is one of several development studies started some time ago under the auspices of the National Advisory Committee for Aeronautics in the U.S.A.

### RCAF Studies British Jet Trainer

A sleek British-designed jet trainer which eliminates the training of pilots in conventional-type aircraft was displayed recently at Oshawa, Ontario. The trainer is the Hunting Percival Provost, already in use by the RAF and now under the close study by RCAF experts. The Provost is expected to speed pilot-output by reducing training phases and hours. The trainer is powered by an Armstrong Siddeley engine which develops 1750 pounds thrust.

### Fewer Moves For RCAF Officers Says A. V. M. Kennedy

The days of shuffling RCAF officers to new posts every two years are gone, A/V/M W. E. Kennedy said last month in Edmonton, and added that the result is a more efficient air force. The Air Vice-Marshal, on an informal inspection of air force bases, said that the air force of today was much more efficient than five years ago. This was partly due to greater stability attained by extending the postings of officers from about every two years to three years. He explained that the frequent moves of earlier days were based on the conception of the air force as a nucleus for future expansion. Frequent postings gave officers a variety of experience which would prepare them for any sudden expansion of the Service. Now that the RCAF was considered more of a force in being, longer postings were more appropriate in that they provided more specialized experience. A/V/M Kennedy said that postings were now generally more governed by retirements, promotions and replacements. He expressed pleasure at the excellent rate of re-engagement of personnel, pointing out that 80 percent of other ranks are re-engaging at the end of their terms of enlistment.

### Calgary Squadron Swaps Fighters For Transports

403 (City of Calgary) Reserve Squadron has entered its new role as a Transport instead of a Fighter squadron. Formerly equipped with Mustang and Silver Star aircraft, the Squadron will fly Beechcraft Expeditors and De Havilland Otters.

### Toronto To Ottawa — 23 Minutes

A CF-100 4B touched down at Uplands last month, 23 minutes after take-off from Toronto's Malton Airport, setting a new record for the inter-city hop. The Canuck, recently reconverted for an impending flight overseas, was flown by F/L Ken Jackson with F/O Mike Marsh, navigator. Even though encumbered by extra wing-tips for the trans-Atlantic flight, the twin-engine jet averaged a brisk 593 mph on the run to Ottawa.

### WINNIPEG OFFICER RETIRES



Retiring from the air force after more than 22 years' service, Flight Lieutenant Robert McDowall, left, is the recipient of a glass encased clock from Squadron Leader J. O. Hutton, senior supply officer, at the head table where Mrs. McDowall is seated during a banquet marking the occasion at RCAF Station Winnipeg.

Born in Irvine, Scotland, in 1906, Flt. Lt. McDowall was employed for 12 years at the fur trade depot of the Hudson's Bay Company in Winnipeg. He enlisted in the RCAF's 112 (City of Winnipeg) Squadron (Auxiliary)—now 402 Squadron—in 1934 and was a supply NCO. He was commissioned as an officer in 1943. He served overseas during the Second World War and during 1953-54 again served in Europe as supply officer with the RCAF's No. 3 Fighter Wing at Zweibrücken, Germany.

Flt. Lt. and Mrs. McDowall, who reside at 1637 Notre Dame Ave., have two children, Joyce, 14, and Patricia, 8. Mrs. McDowall is the daughter of Mr. and Mrs. G. Ross, 1402 William Ave.

### ... AN' THINGS THAT GO BUMP I' THE NIGHT ...



On Hallowe'en night the PMQ Council sponsored a children's party.

Just before seven o'clock all the witches, cats, skeletons and assorted gremlins abandoned their door-to-door operations and converged on the Drill Hall. At the door each child was given a large package of candy—which by this time they needed like a second hole in the head—then, when they had been persuaded to be seated, a cartoon movie programme was shown. After this came the problem of selecting the four best costumes. This was quite a task for the airwomen who were the judges—all the children deserved prizes. The four who were selected were popular winners and a credit to their parents' imagination. As the children left, they were given a bag of assorted goodies and then home to bed or, in the case of the more ambitious, to resume door-to-door operations!

Pictured are, left to right: Janice, Judy and Bryan Douglas, three little devils; F/L Fortin's son Paul, prize-winning Rajah; two unidentified youngsters who obviously had themselves a ball; and little Janette Irwin.

### Pole Flies MIG from Behind Curtain

Another Polish pilot has made good his escape from behind the Iron Curtain by landing at Bornholm, a small Danish island in the Baltic. The pilot crash-landed his Mig-15 at the civil airport at the island's chief town of Ronne. Unhurt, he asked to be handed over to Danish authorities and to be granted political asylum.

### No Future For Large Airports?

Construction of large, expensive airfields may eventually be unnecessary, claims Norman Carver, chief quality inspector of Fairey Aviation Co. Quoted by a West Coast newspaper, Carver said that Fairey is manufacturing the world's smallest and cheapest helicopter and a vertical take-off aircraft. The projected aircraft is expected to do 170 mph in level flight and to pick up 11,000 pounds or 44 passengers.

### Red Ensign On Sabres' Tails

On the tail of a CF-100 which flew into Uplands recently was a painted replica of the Red Ensign. The Canuck, bound for NATO duty, carried the Ensign to conform with NATO regulations which require an identifying national flag on the tails of aircraft on European duty. The RCAF is using the Ensign to comply and NATO countries recognize this as Canada's flag.

### Canada's New Race Course

Two million dollars is being spent to create Canada's first international race track at Edanvale, north of Toronto. It will be known as the Stayner Speedway. However, from the Grand Prix point of view the course looks most uninteresting; in fact we'd almost call it a repeat of Indianapolis—the most boring speed event in the world! It is

to enable the Indianapolis cars to take the slowest corner at 80 — a pretty dull corner!

### Jet Bombers Coming For Cold Weather Tests

Two Valiants and two Canberras, respectively representative of the RAF's medium and light jet bomber types, will be based at Namao, Alta., said a joint announcement from Air Force Headquarters, Ottawa and the Air Ministry in London, early last month. The detachment arrived at Namao shortly after, and will be based with the RCAF Experimental and Proving Establishment this winter. The visit is intended to give aircrews experience of navigation and flying over continental terrain in winter conditions and to gain maximum possible experience of servicing problems in cold weather.

The reserve officer recalled to active duty was on his first parade in years. Standing by wathfully was his commanding officer. The reservist managed fairly well until he came to the point where he had to pull his flight. With horror, he realized that he could not remember the correct command. Furthermore the flight was headed straight towards the station gate. As the first ranks moved through the gate the CO, who by now had turned a deep purple, could contain himself no longer. "For Pete's sake man," he bellowed, "say something if it's only 'Goodbye'."

### ITALIAN BEAUTY ROSSANA PODESTA

Rossana, who appeared as a blonde in her first American picture "Helen of Troy," reverts to her natural brunette beauty for the forthcoming "Santiago," in which she co-stars with Alan Ladd.



Bert Six, Warner Bros.

## PEOPLE AND PLACES

### IN THE AIR FORCE

G/C A. R. Sinclair from RCAF Station Trenton to AMCHQ, Rockcliffe.



G/C E. L. Gerow from AMCHQ, Rockcliffe, to AFHQ, Ottawa.



W/C W. G. Welstead, AFC, has been named CO of RCAF Station London.



W/C J. R. Beggs, CD, former CO of RCAF Station London, will join the directing staff of the RCAF Staff College at Toronto shortly.



W/C F. Gaffney from RCAF Station Winnipeg to AFHQ.



W/C H. C. Vinnicombe, CD from RCAF Station Edgar to RCAF Station Winnipeg.



S/L W. P. Casey has been transferred from TCHQ to RCAF Station Claresholm.



S/L Burgess has been transferred from RCAF Station Claresholm to TCHQ Trenton.



S/L Sylvia I. Evans from AFHQ to 1 Air Division HQ, Metz, France.



S/L D. C. Hodson from RCAF Station Saskatoon to 5 Air Div. HQ, Vancouver.



F/L Elizabeth L. Dalton from 1 Air Div. HQ, Metz to AFHQ.



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## WINNIPEG'S C Ad O TRANSFERRED

FAREWELL party was held in the Airmen's Mess last month to honour Winnipeg's chief administration officer, Wing Commander Fred Gaffney, who has been transferred to Air Force Headquarters.

The guests were all members of the station with whom the C Ad O has had a close association during his tour, including many civilian personnel who work under his direction.

During the evening the Commanding Officer, Group Captain G. F. Jacobsen, presented "going-away" presents to the Wing Commander and Mrs. Gaffney on behalf of the station.

Wing Commander Gaffney, who is to become Admin. Unit Commandant at AFHQ, has a wealth of experience in the administration field, having been responsible for the formulation of much of the present day admin. procedure. Born in Scotland he came to Canada at the age of ten, and enlisted as an AC2 clerk steno in 1930. Commissioned in 1940 he served as a staff officer at 6 Group Headquarters; at RCAF Base, Linton-on-Ouse; at 76 RCAF Conver-



The Gaffneys pictured with a group including W.O. Munro (seated), and standing, W.O. Keenan and Mrs. Keenan, Mr. W. Jenson, Mrs. Munro, Mrs. Jenson, F/O P. Eaton and F/O D. M. Eaton.



Wing Commander and Mrs. Gaffney visited each table in turn and here they are shown with L to r.: W.O. Brown, Mrs. Brown, W.O. Cable, W.O. Lisowski, Mrs. Chalmers, Flight Lieutenant Chalmers, Mrs. Lisowski and Mrs. Cable.

sion Unit, Topcliffe; and as Deputy Director of Personnel (Admin.) at RCAF Headquarters Overseas. On return to Canada in 1946 Wing Commander Gaffney became head of the Staff Duties Branch at AFHQ where he remained until his posting to Winnipeg in 1953.

Mrs. Gaffney, or "Min" as she is affectionately known to station wives, was an active participant in all station functions during her stay in Winnipeg. She was president of the Ladies' Guild on two occasions, one of the pillars of the Officers' Wives' Club and a loyal member of the RC Chapel choir. Mrs. Gaffney's lovely singing voice was recently much in evidence in the Variety Show produced on the station last month.

Wing Commander Gaffney will be replaced as C Ad O by Wing Commander H. C. Vinnicombe of Boston, Massachusetts, who comes to Winnipeg from RCAF Station Edgar. Wing Commander Vinnicombe joined the service as a pilot in 1939, and spent the war years flying Stranraer and Catalina flying boats. He was for a time a staff officer at Royal Military College, Kingston.

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### TCA Tests Airborne Teletype

Airline pilots flying the North Atlantic may soon have continuous "ticker" reports from the weather bureau, according to a group of communications companies.

The idea, which could have military implications, is currently being tested on TCA ocean flights. It involves an airborne radioteletypewriter which automatically and continually clatters the latest weather data from stations in Canada and Scotland.

On the first test, signals came through over a distance of 1,300 nautical miles. The machine, about the size of a typewriter, converted them to weather information at the rate of 60 to 100 words a minute. TCA will continue to test for four months on flights between Montreal and Prestwick, Scotland.

TCA was picked to test the system for a group of lines, including Trans World, BOAC, Pan American, KLM, Air France and others.

The service was developed by Federal Telecommunication Laboratories of New Jersey and Creed and Co., London.

### VOXAIR VIXEN

EYE - OPENER — Newcomer June Blair is a sparkling sample of the eye-filling attractions to be seen in "The Girl He Left Behind," Warner Bros.' new romantic comedy of the peacetime army starring Tab Hunter and Natalie Wood. For the statistical minded, Miss Blair is 22 years old, stands 5-5, is a curvy 112 pounds, has red hair and blue eyes.

(Bert Six)

\$ \$ — \$ \$

"Voxair" will pay \$10.00 for any photograph posed by a non-professional model which the committee considers a suitable "Voxair Vixen." Entries are acceptable from all NATO countries and unsuitable material will be returned if accompanied by return postage. The prints should be at least 4" x 5" in size, and glossy.

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Voxair Vixen

June Blair

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**DREWRY'S**  
**DRY GINGER ALE**

A FAVORITE SINCE 1877

"PILOT TALK"

By "ROMEO"

Hi, everybody. The weather was below VHF this morning and flying was scrubbed, so some joker decided to give us a lecture on emergency undercarriage lowering procedures on the Dakota aircraft. Well, between listening and trying to write this stuff, some gen got lost in the shuffle. When I asked him what to do in case all those foolproof methods failed, he gave me a look like I was stupid or something. And then everybody broke off for coffee, mumbling something about how smart that lecturer was and whatnot. I didn't think he was that smart since, as I said before, he omitted to mention what to do in the event that everything failed. Well I found out for myself and here's the unvarnished: you climb the Dak up to about 5000 feet, line up with the runway a few miles out, feather both fans, and with the electric starter you wind both props so that the blades are lying one straight up and the other two sideways. Since that way they'll clear the deck, and since the wheels roll even when retracted, you can glide the Ol' Gooney in without a scratch. No sweat. If you succeed, you're a hero. If you don't . . . well, they need an assistant ticket agent at Kapuskasing, anyway. You'll be working under an old friend of mine of Super-Connie fame.

Speaking of Super-Connies, a (then) Beechcraft pilot once overshoot Flight 6. Still paying for that fuel, Bruce?

Well, another Greenwood trip is coming up in a couple of weeks, and that's always good for a few laughs. Motivation they call it and motivation it is. Yeah, man, there's nothing more motivating than an RON in Montreal on Saturday night! For most of the cadets it's



THE  
MILDEST  
BEST-TASTING  
CIGARETTE

the first time they hit the Big Town and they really paint it. Matter of fact, they walk around in a daze all of the next day, and who wouldn't after being out bar-hopping till 0700 Sunday morning. What makes me mad though is a couple of ying-yangs criticizing the Quebec liquor laws in respect to early closing. I know it's hard to take, but the places just have to close at 0700—it's the law. Heck, you got to give the guys a chance to clean up the joint. So they reopen promptly at 0800, and there's a good hour for grub.

By the way, when you're in Montreal, don't be a non-conformist; cross the street on the red light like everybody else, and stop on the green. How do you expect those motorists to make their turns? And, of course, there's always some guy complaining about the people on the East side speaking French; you'd be surprised how a couple of drinks will bring back your High School French. Which is a good thing anyway, as a lot of the boys, by the time they get there late at night, are unable to speak coherent English. Well, it's nothing that grub won't fix, and if you're still in the chips by then, you can take a cab out on the Sunset Strip (Decarie Blvd.) and have some good garbage.

To get back to flying, I hear the boys are having trouble getting enough air-speed out of the Radar Daks. Well, I came across a Flight Safety publication of the Zulu Air Force the other day; it seems the boys down there are also

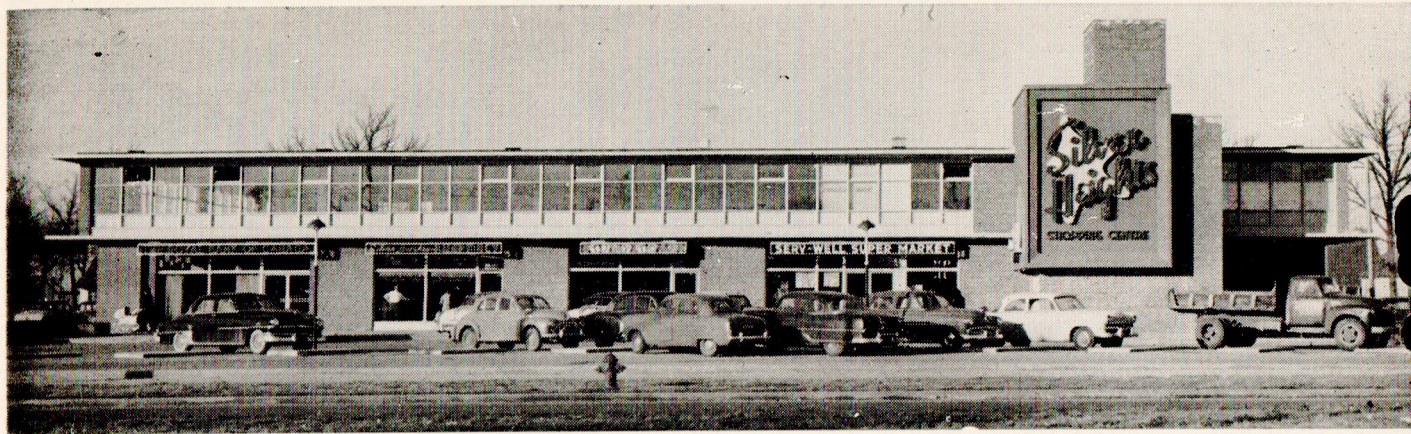
flying "Blistered Gooneys," and here's what they recommend. You know the static source selector switch? Well flick it down and you get an extra 10-15 knots with 100 feet of altitude thrown in for kicks! They say to use it in emergency only, but I use it whenever I've got a big load or am iced up solid. I guess it's up to the individual. As for the extra 100 feet, it's good if you're doing a Montreal ILS at Toronto. (Gad, I'm always coming back to that guy).

I hear the boys in Nav Sqdn are getting a lot of hours these days. That's good. Not so much the flying, but the steady diet of Government Issue Flight Lunches: cool dill pickles, crazy baby apple juice, mystery meat and frantic bread and butter sandwiches; man, that's the most!

The best one yet is Des Price (from Ontario) who, after two years in Winnipeg, was jubilating when posted to Rivers on Eggbeaters. Expecting a transfer east or to the coast. It so happens that "One-Eleven" bought themselves a chopper and guess who is posted back here to fly it?

I would like to wish the best of luck to Archie Tompkins and Andy Anderson, two of the boys from Radio who have just started the Russian language course.

I would appreciate hearing from you — your comments, anecdotes, experiences, and so on, to be related in this column. Write to "Pilot Talk," c/o Voxair.



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DE HAVILLANDS DESIGN NEW PROPELLOR  
FOR VICKERS VANGUARD

DE HAVILLAND propellers will be fitted to the fleet of 20 Vickers Vanguard airliners which are due to enter service with British European Airways in 1960. The propeller specially designed for this installation has been evolved after close collaboration with Vickers-Armstrongs Ltd., and Rolls-Royce Ltd., the manufacturers of the 4220 H.P. Tyne propeller-turbine engines, four of which will power the Vanguard.

The de Havilland constant-speed propeller for the Vanguard is 14 1/2 in. in diameter and has four aluminum alloy blades. It operates on the Hydromatic principle, using hydraulic pressure to actuate the pitch-change mechanism, a system which has proved its reliability in more than twenty years of world-wide service. Applied to this well-tried basic design, however, are new features which have been developed to provide the highest possible levels of safety and comfort for travellers in the Vanguard. These are the overspeed and pressure-sensitive mechanical and hydraulic pitch-locks, and automatic synchrophasing.

The mechanical and hydraulic pitch locks operate automatically in the event of any failure in the propeller control system which would result in uncontrolled movement of the blades towards fine pitch. Such movement would result from loss of pressure in the control system, or from an incorrect signal being supplied to the propeller, and in either case the locks check the movement towards fine pitch and so prevent the serious overspeeding and high windmilling drag which could other-

wise result, as happened with TCA's Viscount at Windsor, Ontario.

Automatic synchrophasing of the propellers, which is provided for the comfort of passengers, maintains the noise and vibration within the cabin at the lowest possible level and eliminates unpleasant "beat" characteristics. The synchrophasing control is basically a trimming device inserted in the mechanical control to each governor, and is designed to ensure that the corresponding blades of all four propellers are kept in a set angular relationship.

The propeller will also incorporate a new type of reversing system: for the first time a British commercial aircraft will be fitted with a propeller in which blade angle can be varied in reverse pitch under control of the propeller governing system.

In addition to these new developments, the Vanguard propeller incorporates safety features which are already in service in many types of de Havilland propellers. These include automatic feathering and manually controlled mechanical and electric feathering.

Automatic feathering, which is operative at all engine speeds above flight-idle r.p.m., feathers the propeller instantaneously in the event of engine power failure and thus prevents the onset of serious asymmetric windmilling drag. The reduction in oil pressure in the engine hydraulic torque-meter following a power failure is used to open a servo-valve, which in turn actuates the coarse-pitch valve in the controller. This admits high pressure oil to the coarse-pitch side

of the pitch-change mechanism, and feathers the propeller.

Mechanical feathering of the propeller is achieved by moving the high-pressure fuel cock lever into the special "feather" position. This raises the main control valve in the propeller controller, and thus directs the full output of the controller pump to the coarse-pitch side of the propeller pitch-change

mechanism. Movement of the fuel cock lever to "feather" also cuts off the supply of fuel to the engine. An independent electrically-driven feathering pump, controlled by a button in the pilot's cockpit, ensures fulfilment of the operation: this pump provides an alternative source of high-pressure oil if the need for feathering has arisen due to a failure of the controller pump itself.

A second method of feathering, fully electric in its operation, is provided by the coupling of the "feather" button in the cockpit with the solenoid-operated coarse-

(Continued on page 36)

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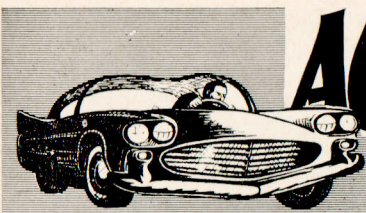
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# AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

## MORE ON THE 1957 CARS

### Ford

So far this is the only new domestic car I've had time to look over, and, on the whole, I like what I see. The improved lines are obvious; the grille being better, the slab sides are broken by metal sculpturing combined with the rear fins, and the rear view has lost the bath tub look. Door locks placed up forward is a welcome idea. The item that astonished me the most was the head room—lowering the bodies three inches has made no difference at all. The 14-inch wheels may make life awkward for a few years. Body attachment by 14 "live rubber" mounts will decrease rattles and squeaks. A lower and wider frame-cum-body gives the car better road-ability and safety. On brakes, see the comments on the next page. As a sour note the workmanship on the interior accessories was deplorable. Symptoms of an early car?

### Jaguar

No changes on XK 140's.  
No changes in the 2.4 sedan.  
No changes to the Mark VII.

**NEW MODEL — JAGUAR MARK VIII.** The company describe this as a super luxury car of similar dimensions to the Mark VII. The VII is equipped with new cylinder head, H.D.6. carbs, twin exhausts, a new grille (like the Bentley 'S'), deep pile rugs, and flush-folding tables of walnut on the backs of the front seat. This car will be offered with normal shift, overdrive, or automatic. On the automatic version an interesting item will be the fingertip control which enables the driver to stay in 2nd range as long as he wishes—hills, and overtaking, are situations where this would be a help. Price will be some \$300 above the Mark VII, or about \$4800 in Montreal.

### Rolls-Royce and Bentley

No real changes for 1957. The Continental has increased horse power, twin carbs and other small additions—interesting, if you can spare \$18,000!

### Rover 105 S & R Models

At the last minute Rover added two interesting cars to their range. The 105 S, carries twin carbs, and a higher compression ratio, plus further luxury items such as automatic overdrive. The

105 R is shown as being provided with Britain's first torque converter—Rover designed. Prices are not available.

### Bristol

No changes.

### TR-3

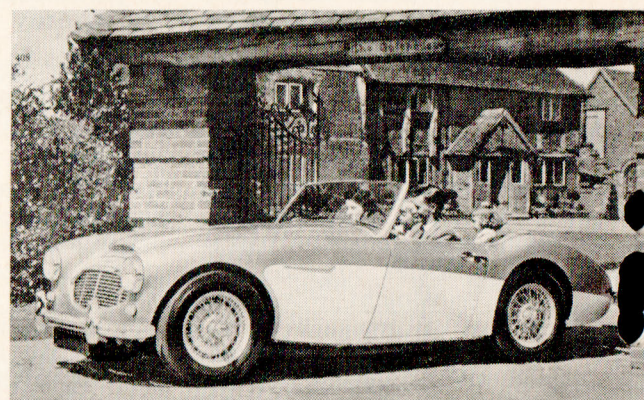
This little Triumph is fitted with Girling disc brakes in front. The discs are of segmental pattern, with a fixed, as distinct from a floating, disc, and the pads remain close to the rubbing surface at all times, so displacing little hydraulic fluid and keeping idle travel of the brake pedal down. The pad linings are easily inspected and replaced when worn out. There will be no increase in price. Keep an eye on the brakes as they are possible additions to many British cars in the near future.

### Singer Gazelle

Singer is now added to the Rootes Group of cars using the same body shells as the Hillman and Rapier. A concession is made to the name by retaining a small upright grille and also the good single overhead cam engine. The car comes as either a convertible or a sedan. Price about \$2300 in Canada.

### AUSTIN-HEALEY

This very popular sports car has been greatly changed (for the better) this year, and no doubt the market will reflect these changes. They had previously been losing to Triumph because of lack of room. As you can see two useful seats have been added by enlarging the body. External door handles are now fitted, as are external flush tail reflectors and an external gas filler. The battery is now a single 12-volt piece placed in the trunk



(which has suffered from all this cutting and squeezing). The dash is leatherette finished, a padded roll is placed above the instruments, and a better weather side curtain has been made by making rigid aluminum frames with a front sliding panel. The windscreen is now fixed. The Austin 105 engine is used, developing 102 bhp on six pots at 4,600 rpm. Steering wheel is telescopic at last, grille improved and an air cleaner opening added. Price may go down a \$100 or so (it should, anyway, as it has dropped \$150 in England) BUT wire wheels, overdrive and heater are now listed as extras.

## HOW MUCH HORSEPOWER IS THERE UNDER YOUR HOOD?

**A**UTOMOTIVE pressure selling of late has heavily accentuated the rising power our engines are supposed to be giving, to the extent that the figures are now plainly ridiculous and can be believed only by the mentally deficient. To help clarify the confusion the Society of Automotive Engineers recently held a symposium on this subject. They took a mythical car, so as to keep names out of it (and keep their jobs!), and its specifications are almost identical to one of the popular three. The symposium was entitled "Where does the power go?" There were five papers—The engine; the accessories; effective power transmission; wind and rolling resistance; what the customer finally gets. For those of you who want to take this subject up in greater detail than that discussed here I'd like to refer you to the September 1956 issue of "Road and Track," where each paper was taken up in detail. The advertised horse power in the case of this engine was 200.

### THE ENGINE

The American Motors team discussed this section. 93 octane fuel was specified. First of all they showed that when cruising at 60 (or for that matter any part-throttle setting) only 20% of the latent fuel energy was utilized by the engine, the rest went for cooling and overcoming friction. Next they specified standard test conditions—such as used by the manufacturers when determining their published figures. These were:

1. No fan, generator, or air cleaner.
2. Spark and fuel adjusted every 200 rpm.
3. Exacuated exhaust system (no manifold restriction as is normal).
4. No exhaust heat to intake manifold.

5. Water, oil, and fuel pumps are engine driven.
6. Resultant power converted to standard conditions — 29.92" of mercury, dry air, carb. air inlet temp. of 60°F.

Daily variations in temperature and humidity produced a 10% difference in engine output, as shown here. Note also the exposure of the fallacy that an engine develops more power on a moist rainy day.

Corrected gross bhp ..... 200 bhp  
100% humidity ..... 195 bhp  
200°F inlet temperature (this is standard under hood temperature on a warm day) ..... 177 bhp

Altitude of 5,000 feet..... 166 bhp  
The combination of two or more of these factors means an even greater loss. So you see, even at the start your engine horse power only develops fully under special conditions, known as S.A.E. On top of this add the "installed" loss of 23% (single exhaust and 16% for dual) for exhaust system, air cleaner, carboning up, manifold heat, and automatic advance. Our engine then only delivers 153 bhp to the flywheel and that only when the ambient air temperature is under 32°F! Incidentally, they mention that the normal carb does a fair job from the power point of view.

## BRAKES

**T**HE brake situation here and in the States is now so bad, because of the horsepower race, that the industry is receiving blasts from all sides. An American House Sub-Committee is about to make its recommendations after a nationwide survey of the problem. All firms are awaiting this with bated breath. To carry out their survey the Congressmen visited all the major factories, where a show was put on to demonstrate the "crash" and brake problems. Throttle governors were convincingly shown to be suicidal by almost writing off two Congressmen, while trying to accelerate across traffic from a start! However, perhaps

the most interesting test that has been carried on of late was a simulated "panic" stop, with all anchors out from 70 mph. The results do not make pretty reading. Most cars blew three tires, spun around many times and slid over 1,000 feet before stopping! Maximum deceleration in these cases was .27G! Therefore, think a little in future before you try something of that sort. Moral compunction (if it exists in this business!) will soon force the companies to put out our domestic iron with vastly improved brakes; otherwise the accidental death rate is going to rise to astronomical proportions, within five years.

### THE ACCESSORIES

From here we carry on with the 153 bhp we have left after installing the engine. There are the cooling fan, generator, and power steering pump. If we choose to ignore air conditioning (which is another 12 bhp loss), as it is not standard, we end up with 145 bhp, or a loss of a further 9 bhp from the accessories.

(Continued on next page)

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## AUTOMOBILES . . .

(Continued from previous page)

### THE TRANSMISSION

Chrysler engineers did a good job here in presenting the case for automatic transmissions. At low speeds the losses can be up to 21 bhp, whereas at high speed this can drop off to only 4.3 bhp. This compares with manual transmissions range of 8 down to only 1.5 at high speeds. At the end of the argument we only have 135 bhp left of our 200 bhp engine when it gets down to the rear axle.

### WIND AND ROLLING RESISTANCE

It was shown on a plain graph how rear axle efficiency over the speed range only dropped the bhp by 3%—normal highway speeds. So we finally get down to a rear wheel output onto the road of 131 bhp. This is a loss of 69 bhp from the original advertised 200, or 34.5%. This figure can be used as a handy guide by the average car owner (only where ghp is rated in S.A.E. figures) who would like to know, out of curiosity, what horse power he is actually being sold. And a perpetual reminder of the untruths generally present in mass advertising.

Rolling resistance cannot be hung around the engineer's neck, but with

this engine and the body specified we get a theoretical top speed, under good conditions, of 105 mph. A ready indication of how close their "mythical" car and engine comes to our own machines.

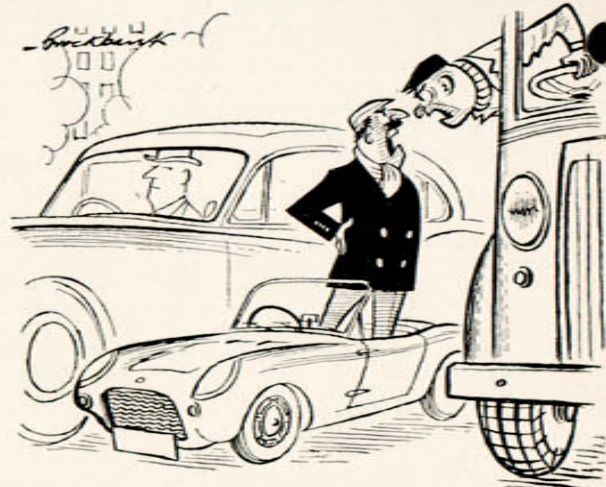
### WHAT THE CUSTOMER GETS

We quote—"Well, a short time ago we had occasion to run a 30-year-old car against one of our latest models—and were accused of cheating. Not only did the new model out-accelerate and out-stop the old model—but it was more economical as well. Of course, we did cheat a little bit. We ran our economy test at 40 mph, which was full throttle, and as fast as our antique model would go using all its 23 bhp. At this speed the 1958 car was loafing along—silently—using only 15 bhp.

"In the last thirty years, progress has been made. The average mileage accumulated by an automobile during its lifetime has increased almost five times. The miles travelled annually in this country have quadrupled. The number of vehicles on our roads has tripled.

The average life, in years, of these vehicles has doubled. The total mileage of roads and streets has hardly changed at all—although these roads and highways have been vastly improved. The accident rate has been more than halved—although the total number of accidents has remained fairly constant over the past twenty years.

"Where there are trends, they are steady, and we expect they will continue."



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# THE UNITED NATIONS

By CPL. BUD PAULS

*The United Nations organization is at a critical stage in its history. With trouble and the threat of trouble on all sides the eyes of the world are focussed on this group of statesmen, and the common man watches anxiously for a sign that his fears of a third world war are groundless.*

## WE THE PEOPLES OF THE UNITED NATIONS

### DETERMINED

to save succeeding generations from the scourge of war, which twice in our lifetime has brought untold sorrow to mankind, and  
to reaffirm faith in fundamental human rights, in the dignity and worth of the human person, in the equal rights of men and women and of nations large and small, and  
to establish conditions under which justice and respect for the obligations arising from treaties and other sources of international law can be maintained, and  
to promote social progress and better standards of life in larger freedom.

### AND FOR THESE ENDS

to practice tolerance and live together in peace with one another as good neighbours, and

to unite our strength to maintain international peace and security, and  
to ensure, by the acceptance of principles and the institution of methods, that armed force shall not be used, save in the common interest, and  
to employ international machinery for the promotion of the economic and social advancement of all peoples,

### HAVE RESOLVED TO COMBINE OUR EFFORTS TO ACCOMPLISH THESE AIMS.

Accordingly, our respective Governments, through representatives assembled in the city of San Francisco, who have exhibited their full powers found to be in good and due form, have agreed to the present Charter of the United Nations and do hereby establish an international organization to be known as the United Nations.

THE Middle East and Hungarian crises of recent weeks have focused world attention on the United Nations to a much greater degree than usual. The age of jet aircraft and atom bombs presents the frightful capability of turning a Middle East or Hungarian "situation" into a Portage Avenue and Main Street catastrophe. An outburst of violence such as we have seen during the past month or so can well spark a world wide war that could become local by breakfast tomorrow.

The UN has been and still is the target of a great deal of criticism. It's been called many names: a powerless debating society, a mere forum for propaganda; it's been blamed for never settling anything; it's been censured for not having dealt effectively with the causes of most of the world's troubles.



in the organization, and because it was not a league of all nations, but only of some.

Faith and the desire to co-operate formed the key pillar of the foundation of the League of Nations. Today this same combination forms the key pillar of the United Nations. Honeycombed with the rot of the Russian design to use the UN as a tool in their promotion of

of a new acquaintance, we would do well to study the Charter of the United Nations published with this article.

You'll find the charter as simple in its presentation as a child's prayer. And a child-like faith in the aims of the United Nations as expressed in the charter is essential for it to operate successfully in this uneasy world.

\* \* \*

Canada's first jet engine (Avro Canada Orenda) was fitted to F86 Sabre in 1953. Five world speed records were broken in the tests.

## CURRENT AFFAIRS

Edited by Dr. L. A. Glintz  
Current Affairs Advisor — Joint Services

We have got to remember, however, that the UN is only the second attempt at international organization as a security device that the multi-state system has ever seen. The first attempt was the League of Nations—and it failed. Why? Mainly because member nations failed to place complete faith

world communism, this "pillar of faith" still stands. Its strength and its future depends on every nation collectively, on every individual.

To support the UN as we should we must understand it, and whether we are watching the "Town Meeting of the World" with a learned eye or with the uncertainty

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# AROUND THE SECTIONS

The **Fire Hall** personnel have been rather busy of late, what with fires, crashes and false alarms. Of course, Fire Prevention Week has kept us hopping. The boys in the Fire Hall would like to extend their thanks to the Winnipeg Fire Department, Imperial Tobacco Company, Winnipeg Tribune, Radio Station CJOB, Canadian Broadcasting Corporation, Minneapolis Fire Prevention Bureau, and every one who in any way helped us make Fire Prevention Week the big success that it was.

A special thanks to LAC Milton and the rest of the staff at the Photographic Section, also to the ladies for participating in Fire Prevention Week by making their homes available for social gatherings.

The presentation of fire helmets, badges and scrolls to Junior Fire Marshals is covered elsewhere in this issue.  
—Cpl. Zillman

Flight Lieutenant Art Booth has assumed a staff officer air training position at **14 Training Group Headquarters**. He was previously the senior flying control officer at RCAF Station Penhold. F/L Booth, who hails from Saskatoon, is married to the former Mary MacIsaac of Souris, P.E.I. They have two children, Gary 12, and Richard, 10.

Now working in the administrative branch of group headquarters is Flying Officer M. A. Harvey of Portage la Prairie, who enlisted in the RCAF in April of this year. Prior to joining the air force F/O Harvey was a school principal at the Manitoba Home for Boys at Portage la Prairie. He is married to the former Lois Blair of Ochre River, Manitoba. They have one daughter, Karen, 5.

Replacing Corporal Ken Toll as public relations photographer at group headquarters is Corporal N. R. Aasen, who was previously working out of AFHQ. Cpl. Aasen, who calls North Battleford, Sask., his home, is married to the former Kathleen Cucheran of Willingdon, Alta. They have two children, Clifford, 6, and Arlene, 4.

WO2 W. C. B. McCaghren, employed in the maintenance branch at 14 group since June, 1954, has been posted to RCAF Station Cold Lake, Alta.

Flying Officer Pete Charlesworth, 30, of Vancouver and Victoria, has assumed the position of executive assistant to the group commander at **14 Training Group Headquarters**. He replaces Flight Lieutenant R. G. McNabb who became camp commandant on the departure of Flight Lieutenant Jack Leach. F/O Charlesworth was a principles of flight instructor at RCAF Station Penhold prior to his Winnipeg transfer. He enlisted in the RCAF in March, 1951, and received his pilot's wings at Gimli the following December. He is married to the former Barbara Anne Wood of Golden, B.C. They have two children, Anne, 2, and Camilla, 1.

Recently reporting to the technical branch at group headquarters was WO 1 G. R. Worsick, 43, who left the SWO position at RCAF Station Macdonald to take up his new post. WO 1 Worsick is a native of Winnipeg, and his parents, Mr. and Mrs. W. Worsick, still reside here. He was born in the Manitoba capital and received his education at Winnipeg schools. He enlisted in the RCAF in 1935. WO and Mrs. Worsick have one son, Eldon, 15.

A lady NCO is now in charge of the message centre at group headquarters! She is Sergeant E. Gardner, daughter of Mrs. Mary Gardner, 460 Cathedral Ave., Winnipeg. Sgt. Gardner, previously stationed at RCAF Station Seneterre, Que, was born in Winnipeg and attended the Angus School of Commerce on Edmonton Street. She saw war-time service with the RCAF and enlisted for her current stint in February, 1952.



LAW PEARL STAUDT

Leading Airwoman Pearl Staudt, daughter of Mr. and Mrs. C. W. Staudt, Endeavour, Sask., has been transferred from group headquarters to North Bay, Ont., where she will be employed at the recruiting unit. Pearl, a clerk typist, was born in Usherville, Sask., and is a former student of the Veterans' School at Endeavour. She enlisted in the RCAF in July, 1954, at Saskatoon, and was employed at Trenton, Ont., before reporting to Winnipeg in February this year.  
—Cpl. Bud Pauls.

Greetings from M.E. to AC1 Houle who has just arrived in Winnipeg from Aylmer.

The M.E. will soon be bidding farewell to one of the most popular NCO's in the Section when F/S Hank Steel leaves for Goose Bay on January 5.

At the time of this writing F/O Ford

is enjoying a Safety Course in New York.

Deepest sympathy was expressed to Rene DeGrave on the loss (42-7) of his beloved Blue Bombers by Ed (Es-kimo) Swonnell. Never mind, Rene they can't say you ever changed horses anyway.

George (Banana) Lesage is scouting for talented imports for his Astra volleyball team. Anyone interested?

Congratulations are due Mr. Ler Sephton on his reclassification to Heavy Equipment Operator.  
—LAC Bob Davies

The **Central Navigation School** recently played host to a group of American Officers from the USAF Air Academy, Denver, Colorado. One of the visiting party was our old friend Major R. E. Sadler, who recently graduated from 8 SpecN Course. What's the matter Bob, didn't you see enough snow last winter?

Congratulations to WO2 and Mrs. T. B. Kirkey on the birth of their fifth child, a daughter. (Sorry no vital statistics available).

AW1 Y. C. Magnusson is still confined to Deer Lodge. Best wishes for a speedy recovery and quick return, Chris.

We also wish to welcome 12 new people to CNS. F/O D. K. (Duke) Schneider has joined our staff following his graduation from 14 SRC Course and the 11 members of 15 SRC Course have begun their arduous 17 week course. Best of luck, chaps.  
—F/O George Philip

News round and about the **Station Hospital** in the past month has been at a high level.

LAC Gordie O'Hara leaves for RCAF Station Whitehorse in the near future. We all will miss him, as a nicer individual will be hard to find. All the best, Gord.

Another very pleasant experience was had recently by our Senior Medical Officer, Doctor H. G. Grant, who was promoted to the rank of Squadron Leader. It couldn't happen to a better person.

Nursing Sister Campbell arrived from Toronto recently. She is a new entry into the RCAF and we hope that she enjoys life on Station Winnipeg as much as we do.

A new arrival was LAC Earl MacDonald who arrived all the way from 14 Training Group H.Q. Long haul, eh Earl?  
—Cpl. McCorkell

F/L Wilson of the **Education Section** attended a conference at St. Johns, P.Q., during the month of October. Topics discussed were remustering and contact training.

Flying Officers who have registered for the qualifying examinations should

now be actively preparing for the exams which are written during the week of January 21. The Flight Lieutenants write two weeks later.

Cpl. Dixon reports that he enjoyed the week's course on ignition analyzers which he attended in the States.

The SEDo has been admitted to Deer Lodge Hospital for an operation. We wish him a speedy recovery.

The Corporals' Service Training Course is now in full swing on the Station. The syllabus is quite crammed so it is a credit to the instructors and the corporals alike that so far there have been no failures. We hope that the NCO's did equally well on their qualifying exams, which they wrote in September.  
—F. S. Nelson

As this is the first article of many we would first like to acquaint you with the NCO's and men of **11 Hangar Dak Servicing**.

Heading the list is F/S Gibson, who has been making a few changes in the appearance of the time room and smoke room, not to mention a few more in other parts of the hangar. F/S Gibson succeeds F/S Bunstone, who has left to take the SSTS course at Camp Borden.

Next we have our four able supervisors, oops, pardon me, supervisors, we mean. They are Sgt. Wilson of No. 1 crew; Sgt. Lynch of No. 2 crew; Sgt. Comar of No. 3 crew and Sgt. Petraitis who will be on the time desk when he returns from a six weeks course at Camp Borden.

We now come to the hardest worked men of Dak Servicing, (though this may evoke some hysterical laughs from those who work? for them). These are Cpls. Evans and Sywak of No. 1 crew; Cpls. Brown and Lee of No. 2 crew; Cpls. Paggett, Gaudet and Carswell of No. 3 crew. Two more Cpls. who are with us are Cpl. Smith, who will be on the time desk until the return of Sgt. Petraitis, and Cpl. "Burr" Simpson who is NCO i/c Protective Clothing.

The remainder of the gang we will introduce in order of crews:

No. 1 crew—AF Techs—LAC Bates, White, Morken, Rideout, Theriault and Boulton.

AE Techs—LAC Shaw, Boucher, Thompson, D., St. Laurent, Ward and Sobestianowich.

No. 2 crew—AF Techs—LAC Brundige, Ulrich, Vollick, Krockner, Kitchen and Goyer.

AE Techs—LAC Johnson, Dorais, Morgan, Barnett and Mercier.

No. 3 crew—AF Techs—LAC Danyleyko, Champigny, Deschene, Wyman, Blackburn and Paquette.

AE Techs—LAC Leonard, Sutherland, Thompson, M., Robinson and McKay.

In the past few weeks there have been some changes in the personnel of our hangar. Cpls. Border and Atkins along with LAC's Long and Ellison have reported to the newly-formed

crewmens section. LAC Gagne has left to become a member of Mitchell Repair.

New arrivals to 11 Hangar are Sgt. Petraitis from Maint. Research, Cpls. Sywak and Carswell from Dak Repair.

Congratulations go out to LAC Gord Brundige and LAW Esther Watt from Accts. who were married in the Protestant Chapel at Station Winnipeg on September 29, 1956. The best description given by Bruno of their new residence is that it is one block west of the Big "A." 'Nuff said!  
—Cpl. Mel Lee.

Those of you who participate in our recreation program will welcome the news that our new **recreation centre** is opening December 6, housing a gymnasium, swimming pool, bowling alleys, games room, lounge, snack bar, theatre and rifle range. The recreation staff as well as the personnel will welcome this vast improvement in facilities.

Though caught in the midst of moving to our new site, winter sports are well underway, with different activities going on every night. Wednesday and Sunday nights are taken up by the Badminton Club, with the kiddies playing on Mondays. Our well known Archery Club has the floor Tuesday and Thursday nights preceded by the Air-

men's and Airwomen's Station basketball teams. Intersection volleyball takes over Monday night after badminton. With the return of Corporal McCurrie from TD in Aylmer, bowling is in full swing with almost all sections participating. Another good turnout is expected on the opening of the new curling rink. The swimming pool is open for all interested every night with Royal Life Saving classes Tuesdays and Thursdays. During the absence of Sargeant Sargent, who is on refresher course in Aylmer, children's Saturday morning swimming classes have been under the excellent supervision of AW Irvings.

With the return of LAC Carlson, who has been on a familiarization course in Aircrew Physical Education, our sports program for the Flight Cadets should be greatly improved. LAC Carlson has been studying a continuity physical education program for all schools of Flight Cadets from PSU, PFS, PFTS, AOS to FTS. This program will be under the supervision of LAC Carlson and AC Jordan.

With the aid of Social and Recreational Interest cards, F/L Maclean hopes to expand even more on our Recreation Program  
—AW2 Eileen Campbell.

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By  
F/L J. T. IRWIN

# Chaplain's Page

Protestant Chaplain

## THE ETERNAL QUEST

PROFESSOR EDGAR S. BRIGHTMAN, of Boston, once said: "Everybody wants something. The practical man is the man who knows how to get what he wants. The philosopher is the man who knows what man ought to want. The ideal man is the man who knows how to get what he ought to want."

Down through the centuries men have sought to explain the meaning and the art of happiness—for happiness is what all people want. We are aware of the numerous ways in which men try to escape the tension, the humdrum activity, of life. The intemperate forms of entertainment, the many forms of addiction, are indicative of the emptiness of much of life. They point to a furious desire to find in

the midst of the wearying round of daily activity an oasis of contentment and happiness.

Surely, to be happy is the goal of all ambition, all endeavor, all hopes, and all plans. "Happiness is the meaning and the purpose of life, the whole aim and end of human existence," declared the wise Aristotle.

Clearly, happiness means vastly different things to different people. There is one point, however, on which wise men in every age agree: real happiness stems from a quality within ourselves; from a certain way of thinking about life. Of all the millions of words spoken about happiness, that is the oldest and most enduring truth. If the principles of contentment are not un-

derstood, no material success, no pleasure or possessions can make us happy.

In his enchanting fantasy, "The Blue Bird," Maurice Maeterlink tells how his dream children, Mytyl and Tytyl, set off in search of the "Blue Bird of Happiness." The Blue Bird, however, eludes all their seeking, till at last they discover it in their own home, and in the simple pleasures they enjoyed there—bread, fire and water, and the friendship of their cat and dog. "Why, we went so far, and it is here all the time!" one child cried.

We realize the astounding truth of that simple little play as we consider those who always seek a kind of happiness in the past—in the mistaken belief that the best of life is over and gone—as we consider those who seek it somewhere else—anywhere else except where they happen to be.

But the truth remains that happiness is not from without but from within. It is not in some distant place, but near at hand. The wise man is he who knows the secret, inner springs of happiness—he makes the most of what he has and where he is. When we cannot find happiness in ourselves, it is useless to seek it elsewhere.

One last startling truth about this thing called happiness—the real secret of it is to look, not for happiness, but for something deeper out of which happiness will spring. It is to link our frail power to the great, eternal power of God.

Happiness—the abiding, sustaining happiness that lasts—comes as a by-product and not as a separate end in itself. It results from the practice of a certain righteous way of living.



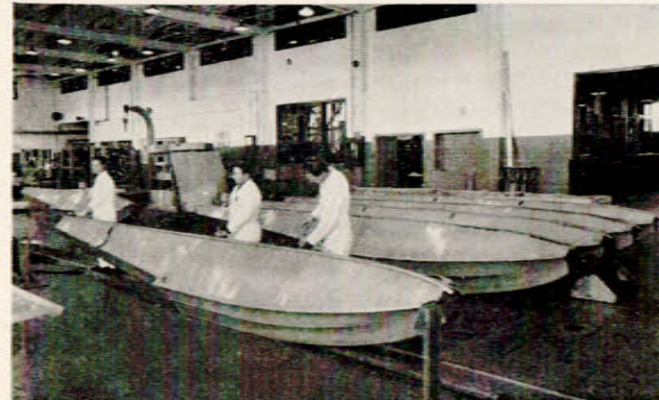
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The Company undertakes considerable modification work for the RCAF, including the conversion of CF-100 interceptors to 2-seater trainers. Components for the Navy's CS2F-1 are also being manufactured in this plant.



Bristol helps keep the RCAF flying through its part in the RCAF's CAIR (Calendar Aircraft Inspection and Repair) program. Contracts are held for regular checks on RCAF Beech Expeditors and CF-100 interceptors in Western Canada.



The manufacture of Edo aircraft floats, under licence, has been carried on in this plant since 1930. Bristol is the only Canadian manufacturer of such equipment, which now includes the latest amphibious landing gear.



Among the Company's contracts has been the manufacture of engine components for the Orenda and Nene turbojets. Such production has served to emphasize the capacity for highly skilled, close tolerance sheet metal work.

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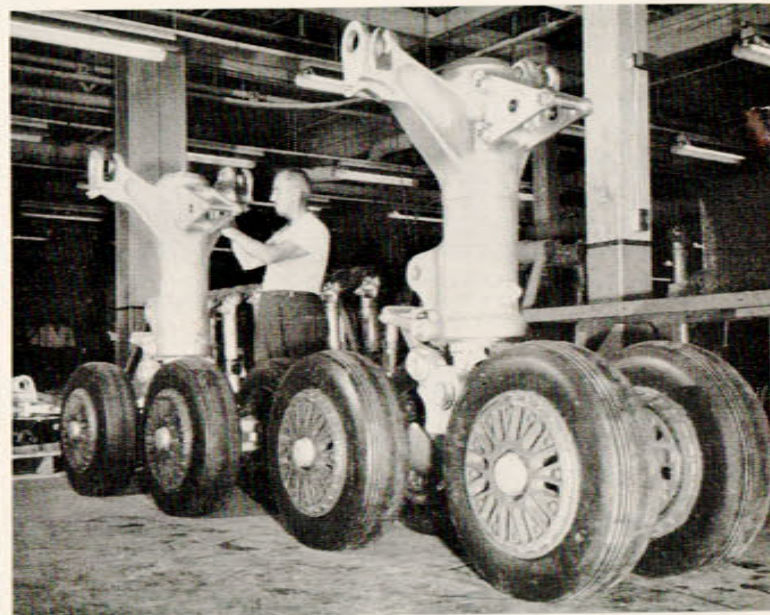
This is Bristol's airframe and major Canadian plant, located at Stevenson Field, Winnipeg. With 350,000 square feet of floor space and about 1200 employees, it is now the largest aircraft plant in Western Canada. Due to a large-scale expansion program since its acquisition 2 years ago, the plant is now capable of undertaking the manufacture of complete aircraft.



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## MARITIME VERSION OF "BRITANNIA" TAKES SHAPE

The first CL 28 (maritime reconnaissance version of the Bristol Britannia airliner) for the RCAF is nearing final assembly stage at the Montreal factory of Canadair Ltd. The CL 28, largest aircraft ever built in Canada, is due to fly early 1957; deliveries will begin a few months later. The initial RCAF requirement for 13 CL 28 aircraft has recently been increased by an order for a further undisclosed number. A transport version, the CL 44, is also being considered by the RCAF to replace the present North Stars being used by 426 and 412 squadrons.



Above: A Canadair technician examines the giant landing gear of the CL-28 maritime reconnaissance aircraft being built by the Montreal firm for the RCAF. The hydraulics for the CL-28 are built under sub-contract by Jarry Hydraulics of Montreal.



Left: The nose section of the CL-28 sub-hunter is eased toward the centre fuselage as the giant maritime patrol aircraft rapidly takes shape in the Montreal plant. This recently released photo gives an indication of the size of the plane—largest yet built in Canada.

## CLEVELAND TO DETROIT IN FIFTY MINUTES

THE inauguration by Taxi Air Group Inc. of an Otter and Beaver seaplane service between Detroit and Cleveland has made it possible for business men to be in Cleveland less than an hour after leaving the seaplane base at Detroit. The same trip, by train, bus or automobile takes more than three hours. Existing airlines maintain services between the two cities, but because their planes are based at out-lying airports considerable time is lost in surface travel to and from the down-town business areas.

In January of this year two businessmen of Toledo, Ohio, visited the de Havilland Aircraft plant near Toronto. Mr. Edward T. Knight and Mr. Egner A. Eklund, president and Vice-President respectively of the newly formed Taxi Air Group Incorporated (TAG), had crossed the border to take a close look at the Otter and Beaver aircraft. They liked what they saw and before they left arrangements had been made for early-spring delivery to Toledo of a ten-passenger Otter seaplane and a five-passenger Beaver seaplane.

The Beaver was delivered early in April and a week later Mr. Eklund and TAG's newly appointed Chief Pilot Joseph S. Gaddis took off from Toronto Island Airport in the new Otter for Cleveland. The event marked the first delivery of a de Havilland Otter to a United States commercial operator.

The new air taxi service started operations on April 26; its initial success exceeded all expectations and the demand for seats exceeded the capacity of the aircraft. Since that time the bookings have continued to be heavy and indications are that TAG will be putting further aircraft into operation in the very near future. At present they are using the seaplane base in the Detroit River and the city dock at Cleveland as operational bases.



They are planning the construction of their own dock at Cleveland shortly.

The schedule of the air taxi service calls for four one-hour flights daily over Lake Erie between Detroit and Cleveland. Later, if the demand warrants it, Toledo will be included in the schedule. Expectations are that the service will operate from mid-April to mid-November if weather conditions are favourable. Contemplated one-way fare by TAG is \$14.00 plus

tax. Before making final plans for the service, TAG conducted a direct survey of business and industrial executives in Detroit, Cleveland and Toledo to determine the need for faster transportation between cities. Results of the survey showed the demand for air taxi service between downtown Detroit and downtown Cleveland was sufficient to warrant the start of scheduled round trips between those two cities as soon as weather permitted.

## MARITIME CENTRAL EXTENDS OPERATIONS

### PURCHASE OF TWO DC-6A's

MARITIME CENTRAL AIRWAYS, established in 1941 with three aging aircraft and borrowed capital, announced purchase of the most advanced commercial air cargo equipment — two DC-6As. One will be delivered in June and the other in July of 1958.

Between the launching of the airline, December 7, 1941, and the purchase of the Douglas DC6A's, was an era of spectacular devel-

opment sparked by Carl Burke, founder of Maritime Central.

His purchase of the Douglas equipment, bringing to 54 the number of DC-6As purchased by airlines throughout the world, is a high point of Burke's direction of the line's growth.

Maritime's new planes can carry up to 90 persons in the passenger

(Continued on page 35)

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STATION REVUE COMPANY SCORES  
"IT'S IN THE AIR" BIG SUCCESS

ON NOVEMBER 15 and 16 the Station Revue Company presented a variety show for station personnel in the old theatre. Hampered by change of venue, loss of members through transfers and temporary duty, and cramped quarters, the company nevertheless managed to offer an entertaining and lively two-and-a-half hour musical pot-pourrie which was well received by an enthusiastic audience.

Opening with the rousing "It's In The Air," against the very effective aircraft fuselage set, the show quick-fired its way through individual acts, both musical and otherwise, and lavish (for this level of entertainment) production numbers to the "Gershwin Memories" finale.

Outstanding were the songs of Terry LaBrosse, the poor man's Harry Belafonte, Eric Chantler's George Formby numbers and the contributions of the versatile Wendy Hicks, the show's director.

Dave Weir's Barber Shop quartette, despite their misgivings, was a great success, and well-deserved, considering the changes in personnel they suffered right up to the last minute.

Art James stage-managed the whole affair like a veteran, ably assisted by Archie Erickson (sets) and Ken Murphy (lighting). John and Mary Lacerte, Billie Murphy, F/C Powell and Bob Reed did yeoman service in the make-up department, and the stagehand team of Dave Collingwood, Raymond Roy, Don Spitznagel, Francis Brown, John Shearer, Barry Holden, Lynn Wager, Art Haynes, Jeff Bates, Frank Guard and Bob Thompkins functioned like a well-oiled machine.



Cpl. Bud Askett  
Wendy Hicks' very funny "Silent Movie."

Jill Claridge's dresses, and piano accompaniment, the scenery painted by Peter Carey, Jean Carey,



Cpl. Bud Askett

"I hold your hand in mine," a macabre little ditty by Bruno Klingbeil.



Cpl. Bud Askett

The Swing Group really raised the roof. Ray Marquette and Roy Deveau (guitars), with John Louzon on piano. The drummer was added to the group for the Thursday and Friday shows.



Left: Highlighting the "Evening on the Range" scene were the excellent singing of the chorus, Peter Carey's most effective backdrop and Flo Poitras' beautiful solo singing.



Right: Andy, the Handy Man Eric Chantler was a hit with his George Formby songs.

Cpl. Bud Askett

Archie Erickson and Don Connolly, and the capable M.C-ing by Murray Bradshaw all helped to ensure the success of the show.

Producer Bob Genno wishes to thank all members of the cast, Don

Oliver's Drama Group, and S/L Calow, F/L Young, F/O Bell, F/L Herbert, F.S. Thomas, F.S. Boeriu, Mr. Joe Hamlett, Mr. Ernie Fiddler and Mr. Bill Tressor, for their wonderful co-operation.

—BOB MAITLAND

DRAMA CLUB UNEARTH'S NEW TALENT  
"THEATRE NIGHT" A WORTHWHILE UNDERTAKING

LOSE on the heels of the Revue Company presentation the station Drama Group offered a theatre night of two one-act plays, "The Valiant" and "Sunday Costs Five Pesos."

The former was a dramatic sketch concerning the efforts of a condemned murdered to avoid having his real identity disclosed. Well directed by Don Oliver the play did much to reveal the potential of Terry LaBrosse, who took the part of the condemned man. Ron An-

derson was extremely good as the warden and the rest of the cast worked hard to provide the necessary dramatic impact.

"Pesos" was a light comedy written around the thorny problems in the love-life of a Mexican wood-carver. Fidel Duran, the lover, was ably played by Casey Hunt, with just the right proportions of humility and rebellion, Donna Clark and Fran Dandenault were excellent in their roles of Berta and Salome respectively, but the big

bouquet must go to Betty Uppenborn who took the supporting part of Tonia and gave it the perfect treatment, turning in a performance which could not be faulted. Paul Ashmore directed with a deft touch.

Thanks are due to stage manager Ron Maslin, Terry LaBrosse (sets), Leona Buck (costumes and make-up), Peter Carey (scenery), Herb McPherson (posters) and carpenters Tom Blair, Ivan Smith and Jim Cooper.

—BOB MAITLAND

Early in the season the Drama Group held readings prior to the production of the Theatre Night plays. Here we see, from left to right:

Casey Hunt, Bob Hope, Jim Downes, Marg Rose,orraine Szaliayi, Colin Denton, Leona Buck, Fran Dandenault, Tom Blair, Hartley Corgo, Donna Clark, Paul Ashmore and Don Oliver.



LAC D. C. Parker

**COVER STORY**

Photographer Bud Askett caught the cast of "It's In The Air" at the dress rehearsal last month. The top pic shows some of the cast in one of the production numbers in the show, with, left to right: Betty Graham, David Weir, Doreen Herbert, Jenny Nickel, David Martin, Audrey Gurney, Ann Hale, Bruno Klingbeil, Betty Applebey, Ellie Norman, Gerry Saunders and Liz Irwin.

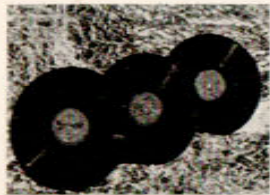
Some of the people in the "Finale" shot (below) could not be identified, but reading from the left we see Betty Graham, David Weir, Nel Fortin (with Doreen Herbert hiding behind her), Flo Poitras standing in front of Jenny Nickel, David Martin, Bill McBride, Audrey Gurney, Eric Chantler, Roy Deveau, Wendy Hicks, Terry LaBrosse and John Lacerte. At the extreme right is Liz Irwin, with Gerry Saunders on her right, and Ellie Norman in the background. Second and third from the right in the front row are Peggy Erickson and Min Gaffney. In the back row, to the left of Min Gaffney, we can just see Gwen Branscombe.



Some of the members of the Drama Group take time out for a smoke during the play readings last month. LAC D. C. Parker

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**D**URING the recent Fire Prevention Week at Station Winnipeg children of personnel were invited to submit essays on fire prevention, with prizes for the winners and runners-up.

The accompanying pictures were taken at the presentation ceremony when the Commanding Officer presented awards to Donna Marshall, Florence Carriere, Danny Church and Marilyn Findlay.



Top left: Danny receives his awards.

Top right: Florence proudly displays her scroll.

Below: The competition winners with the Commanding Officer. Left to right: Donna Marshall, Florence Carriere, G/C Jacobsen, Danny Church and Marilyn Findlay.



The winners, Danny Church and Florence Carriere, received fire helmets, badges, scrolls and prizes, and will henceforth be known as "Junior Fire Marshals."

(Photos by AC1 J. R. Milton)



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By

# SPORTS

LAC AL RAMSAY

## TWO VICTORIES FOR RIFLE CLUB



RCAF Phot.  
Wing Commander Benson of Moose Jaw presenting the 14 Training Group trophy to LAC McRory, captain of the Winnipeg team.

### STATION TAKES DINGWALL TROPHY AND GROUP CHAMPIONSHIP

Firing on the range at Moose Jaw on September 15, the local sharpshooters added the 14 Training Group championship to their string of victories for this season. The results of consistent practice throughout the summer paid dividends as the local team took an early lead at the 200 yard range and increased their margin at the 300 yard range. Second place was held by Stn. MacDonald.

Individually LAC Ken McRory, captain of the Winnipeg team, set the high score of the day and coach of the local team provided no rest for the opposing teams.

The 14 Training Group Championship Trophy was presented by W/C Benson on behalf of the C.O., Station Moose Jaw, to LAC McRory at a pleasant evening luncheon during which refreshments were served.



Station team, winners of the Dingwall Trophy. L to right: Flight Lieutenant J. W. Smith, LAC K. McRory, Cpl. G. C. Bateman and Pilot Officer F. Hall.

### RUGGER

The Rugger Club has been most fortunate this season in having had at all times enough players to make up two XV's. This has been re-

flected in the standard of play despite the fact that local opposition has lacked the strength which we have associated with it in past seasons.

Early September saw the Astrals XV making the long journey to Toronto to earn a gratifying 6-6 tie with a strong Nomads team. After a most successful week-end, a return game was arranged for November, when it is hoped that both the Station Winnipeg teams will travel.

A Seven-a-Side Tournament, played on October 13, resulted in the Astrals "7" retaining the Heriot Trophy. Unfortunately, the only visiting team to be present was from Portage la Prairie.

Perhaps the most notable feature of this season has been the inclusion in the teams of numerous "home" players who all seem to have enjoyed the games and, indeed, who have all given excellent accounts of themselves.

### VOLLEYBALL

The inter-section volleyball league got underway October 29. Seven teams are entered and meet Monday nites commencing at 8:30 hrs. Double headers are played at 1830, and again at 2000 hrs. It is proposed to have a station team in the down town league this year. All interested personnel should contact Cpl. Woodhams at L 479.

### BADMINTON

The club has a new president this year in F/L Chambers. The club meets on Wednesday and Sunday evenings at 1930 hrs. With the new Rec. Hall expected to be open on December 6 the club will move to the new site to resume their activities. All interested personnel are invited to attend on club nites.

### FLAG FOOTBALL

CNS won the inter-section flag football league and journeyed to MacDonald to compete in a single elimination tournament with Stn. Southport and Stn. MacDonald for the eastern zone championship. Winnipeg won both their games and the eastern zone championship. Scheduled to meet Claresholm Saturday evening, November 9, for the group championship. Stn. Winnipeg was unable to go because of a shortage of aircraft. It is hoped some arrangements can be made in the near future to complete the playoffs.

### BOWLING

Both the inter-section and the mixed leagues are away to a good start on their schedules. F/S MacKay was elected to head the Bowling league this year with WO Keenan as his vice-president. Cpl. Foster and Mrs. King are helping in the mixed league. In the inter-section league WO Loach has the high single, 335, and high cross, 615, to date, while in the mixed league WO Lock with a single game of 347 is tops to date, LAC Misner with a tremendous 899 count has high cross.

### ARCHERY

Our archery group is really going strong. Every Tuesday and Thursday evening one can see our budding Robin Hoods out practicing. Most of the archery clubs in Winnipeg are out with our club now. So there is first class instruction available.

### TRACK AND FIELD

Congratulations to both the girls' and men's track teams on winning the "Cross-Canada Airforce Championships." The results we received

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recently showed the boys winning with their total of 64 points while RCAF Clinton, closest rival, had 9. The girls' team collected a total of 17 points while RCAF Downsview was next with 16.

### SOCCER

The soccer team held their wind-up Friday nite, November 9, in the old F/C's Lounge. LAC Staff was picked as the most valuable player on his team and received a miniature trophy for his efforts from his team mates. The club had a wonderful season, winning their league without a defeat.

### HOCKEY

It is hoped to form an inter-section league again this year. All sections will be welcome. I understand the cadets are all ready renting the Arena and working out nite.

The Flight Cadet in the front seat of the Harvard seemed to be having difficulty. "What's the matter?" asked the Instructor. The Flight Cadet, thoroughly confused, answered on tower frequency instead of on the inter-cockpit system: "I don't know," he said, despairingly, "I'm all — up." Immediately the tower cut in, "Unidentified aircraft using obscene language on this frequency identify yourself immediately!" it said sternly. There was a long pause, then the Cadet came back on the air, "Sorry, tower," he said, sweetly, "I'm not that — up."

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# GRADUATING CLASSES

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LAC D. C. Parker

Back row, l. to r.: F/C Roder, A/P/O Jones, P/O German, A/P/O Hilton and P/O Leyland. Front row, l. to r.: F/C's Redahl, Spitznegil, F/O Bain (Class Director), and F/C Henry.

5513 (RO)



ACT J. R. Milton

Back row, l. to r.: F/C's Morgan, Jacobs, Stith, Hnastiuk, Simmons, Lange, Cpl, Riendeau (Morse Instructor) and F/C DeBourcier. Front row, l. to r.: F/O Hollingsworth (Class Director), F/C Sanderson, F/O Woods, F/L Prier (Flying Instructor), F/C Brown and F/L Delmotte (Chief Instructor, Radio School).

5514 (AI)



ACT J. R. Milton

Back row, l. to r.: F/C Jackson, 1st/Lt, Suriani, F/C's Dougall, Sherwood, Hallstrom, Gallagher, Capt. Lacchini and F/C Bury. Front row, l. to r.: F/C's Flath, MacLagan, McWilliams, F/L Boulton (Class Director), F/C's Lavigne, Poole and P/O Gunhouse.



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## GRADUATING CLASS 5514 LR



ACI J. R. Milton

Back row, l. to r.: A/P/O's Jones, Duggan and Styles, Sgt. Songe-Paulsen, P/O Hopkins and F.C. Nelson. Front row, l. to r.: F/O Taylor, P/O Pollard, F/O Langen (Class Director), Lt. Loda and A/P/O Francis.

**F/C H. M. Nelson**  
Home: Elfros, Sask.  
Nickname: "Hector."  
Appearance: Stubby.  
Usually Seen: Talking to the SDO on Friday night.  
Favourite Expression: "Now, lookit . . ."  
Ambition: To keep out of OT section.  
Probable Destination: Milking cows.  
Pet Peeve: Kippers.

**P/O C. V. Francis**  
Home: Durban, South Africa.  
Nickname: "Speedy."  
Appearance: Round.  
Usually Seen: Somewhere near the bar.  
Favourite Expression: "That's what my girl friend said."  
Ambition: To get back to any pub.  
Probable Destination: Under the table.  
Pet Peeve: Canadian weather.

**F/O J. G. H. Taylor**  
Home: Hyde Park Corner.  
Nickname: "Dad."  
Appearance: Distinguished.  
Usually Seen: Under a car.  
Favourite Expression: "But surely they can't @x!/- you for that?"  
Ambition: To drive the hell out of a Bentley.  
Probable Destination: Garage mechanic.  
Pet Peeve: That damn morse."

**A/P/O R. E. Styles**  
Home: Market Drayton, Shropshire, England.  
Nickname: "The Duke."  
Appearance: Long.  
Usually Seen: Arguing with Freddie.  
Favourite Expression: "Jeez!"

Ambition: To log more pit hours.  
Probable Destination: Right marker, with George.  
Pet Peeve: P. R. Eddy

**P/O G. W. Pollard**  
Home: Carshalton, Surrey  
Nickname: "George."  
Appearance: Short.  
Usually Seen: Trying to drive someone else's car.  
Favourite Expression: "This g—d—d thing . . .!"  
Ambition: To be a pilot.  
Probable Destination: Left marker, with Duke.  
Pet Peeve: Harvards.

**A/P/O M. B. Duggan**  
Home: Cheltenham, Glos.  
Nickname: "Rev. Bambino."  
Appearance: Retiring.  
Usually Seen: In Fred's office.  
Favourite Expression: "I wonder what my flying average is."  
Ambition: To be the youngest grandfather in England.  
Probable Destination: The youngest grandfather in England.  
Pet Peeve: Control plots.

**A/P/O Hopkins**  
Home: No fixed abode.  
Nickname: "Hoppy."  
Appearance: Suave.  
Usually Seen: Getting off drill and sports.  
Favourite Expression: "Ghastly . . .!"  
Ambition: Probable Destination: Social Welfare Officer.  
Pet Peeve: Badges for swimming.

**A/P/O D. I. P. Jones**  
Home: Swindon, Wilts.  
Nickname: "Bones."  
Appearance: Distant.  
Usually Seen: Asleep in class  
Favourite Expression: "Oh, blast!"  
Ambition: Home rule for Wales.  
Probable Destination: Barber shop.  
Pet Peeve: OT section.

**1st Lt. D. Loda**  
Home: Roma, Italia.  
Nickname: "Dominique."  
Appearance: Italiano.  
Usually Seen: Only when really necessary.  
Favourite Expression: "But I don't understand!"  
Ambition: To do nothing.  
Probable Destination: Bed.  
Pet Peeve: Work.

**Sgt. Songe Paulsen**  
Home: Larvik, Norway  
Nickname: "Songy."  
Appearance: In red socks.  
Usually Seen: Just behind a toothpick.  
Favourite Expression: "@#!\*!" (But in Norwegian.)  
Ambition: To get more pay.  
Probable Destination: Flying Cansos over the North Atlantic.  
Pet Peeve: Being called Swedish.

**F/O F. J. Langen**  
Home: Saskatchewan, U.S.A.  
Nickname: "Fred"  
Appearance: Very seldom.  
Usually Seen: Curling.  
Favourite Expression: "Well, you tell me."  
Ambition: To expand his business (Boots, of course.)  
Probable Destination: Briefing Officer at Resolute.  
Pet Peeve: Early briefing.

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## MARITIME CENTRAL . . .

(Continued from page 25)

configuration or can be converted quickly into cargo carriers which can accommodate up to 30,000 pounds of payload in its 5000-cubic-foot cabin.

In the cargo version, two special cabin doors, one forward and one aft, permit loading of bulky articles. The cabin is fully pressurized and air-conditioned.

The aircraft are powered by four Pratt & Whitney R2800 engines and have a cruising speed of 315 miles per hour. They have a range of 4980 miles.

Douglas equipment is not an innovation for Maritime Central. Douglas DC-3s and DC-4s are listed in its inventory of diversified aircraft maintained to make possible a versatile operation.

When Burke started his business with \$5000 of his own and \$45,000 from backers, he adopted the idea that he could "fly anything anywhere."

Operating out of its base at Charlottetown, Prince Edward Island, the small airline adhered faithfully to that idea, carrying all sorts of cargo along with passengers to remote places within its region of operation. Carl Burke became a living legend in Canadian aviation and his line grew to become one of the four largest air carriers in Canada.

Maritime Central really came into its own during the construction of the three radar defence lines across Canada.

On the Pine Tree Line, southernmost of the three, and the Mid-Canada Line, Burke's airline was one of the main carriers in connection with the construction phase.

After these came the DEW Line—Distant Early Warning Line—and Maritime Central was appointed

prime contractor for the Eastern section. In this operation the carrier carried more personnel and cargo to the DEW Line construction than any other airline and had fewer accidents than most.

Looking ahead to still bigger operations, Burke and his people feel that purchase of the Douglas DC-6As is in keeping with maintaining their philosophy of being able to "fly anything anywhere."

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## DE HAVILLANDS . . .

(Continued from page 13)

pitch valve in the controller. This valve, when raised, also directs the output of oil from the controller pump and the feathering pump to the coarse-pitch side of the propeller, irrespective of the position of any other valve in the system.

De-icing of the propeller blades and the spinner is carried out electrically, using external heater mats.

The Vanguard will embody the experience built up by Vickers-Armstrongs and Rolls-Royce Ltd. over the past eight years with the Viscount. It will be capable of carrying 115 passengers at cruising speeds of up to 425 b.p.h., and will enter scheduled service with British European Airways in 1960 on the Corporation's busiest routes.

The high-compression, twin-

shaft Rolls-Royce Tyne engines will give flexibility in operation with a low specific fuel consumption. A Tyne engine flew for the first time in June 1956 mounted in the nose of an Avro Lincoln Mk.2: the de Havilland propeller was installed for this flight.

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