

FROM PRIMEVAL MUD TO NAVIGATION *by Ozie*

or *HAS CIVILIZATION KEPT PACE WITH McGOON?*

In response to the insistent public clamor (well, one guy asked us, anyway) for light on the antecedents and early activities of Clewless McGoon, we present this month a few brief excerpts from the thrilling saga of the House of McGoon. It will probably not be continued next month unless the Editor gets very careless

AND ANCIENT RECORDS FROM KING ARTHUR'S COURT MENTION AS THE LEADER OF A BAND OF MERRY KNIGHTS THE BRAVE SIR RUSTLESS McGOON



COLUMBUS' NAVIGATOR WAS NO LESS THAN WINDLESS McGOON, IN WHOSE HONOUR WAS COINED THE WELL-KNOWN PROVERB: "McGOON IS NOT LOST"



From an old wood engraving

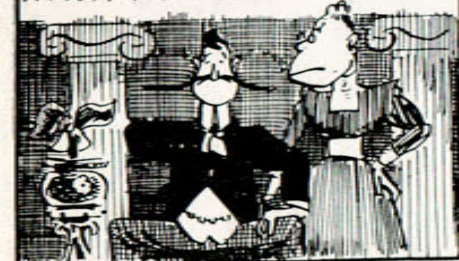
EARLIEST KNOWN BEARER OF THE PROUD NAME WAS HAIRLESS McGOON, SO CALLED BECAUSE HE HAD LESS HAIR THAN THE OTHER MONKEYS



WHILE LATER STILL, WE FIND OLD WESTERN POLICE NOTICES THAT OFFER REWARDS FOR THE CAPTURE OF FLESHLESS McGOON, TERROR OF THE STAGE-COACHES



IN RECENT TIMES, THE WORLD STILL REMEMBERS CLEWLESS' PISTOL-PACKIN GRANDMA FRUITLESS McGOON, AND HER SPOUSE, SPEECHLESS McGOON, THE ONLY McGOON TO EVER RAISE A FULLY-FEATHERING MUSTACHE



THOUGH A VEIL IS BEST DRAWN OVER THE FAMILY SKELETON UNCLE TOOTHLESS McGOON, WHOSE BARBER SHOP ON ST. CATHERINE EAST IN MONTREAL IS A HANGOUT FOR THE LOWEST TYPES



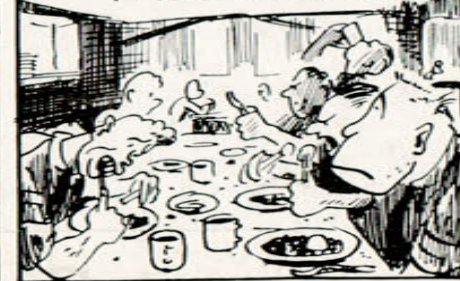
BEFORE THE WAR, THE TWO BROTHERS RAN A THRIVING GARBAGE CONCESSION TYPHOON - ALWAYS THE KEENER PILOT - DROVE THE HORSE, SHEBISCUIT



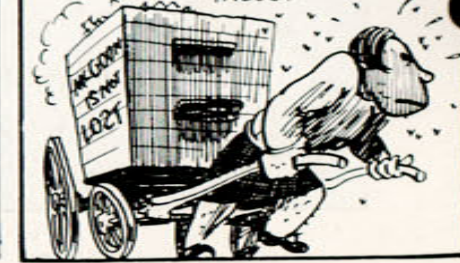
BUT WITH THE EMPIRE'S FATE AT STAKE, DUTY CALLED, AND HOT McGOON BLOOD WAS QUICK TO ANSWER



SHEBISCUIT, TOO, HAS GIVEN HER ALL TO THE CAUSE. CLEWLESS COULDN'T EAT HIS DINNER FOR WEEKS AFTERWARDS, THO' HE KNEW HE'D NEVER MISTAKE HER PERFUME EVEN IN THESE SURROUNDINGS



IN THE TEETH OF MANPOWER AND HORSEPOWER SHORTAGES, HOWEVER THE BOYS' SISTER, THE LUSCIOUS LOTUS McGOON, NOBLY CARRIES ON THE INDOMINATABLE McGOON TRADITION... AND THE GARBAGE BUSINESS!



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AN AIRFORCE NEWSMAGAZINE

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Promoted
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Jet Provost
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With R.A.F.

Peter McLoughlin
Drives the
1956
Chevrolet
Corvette

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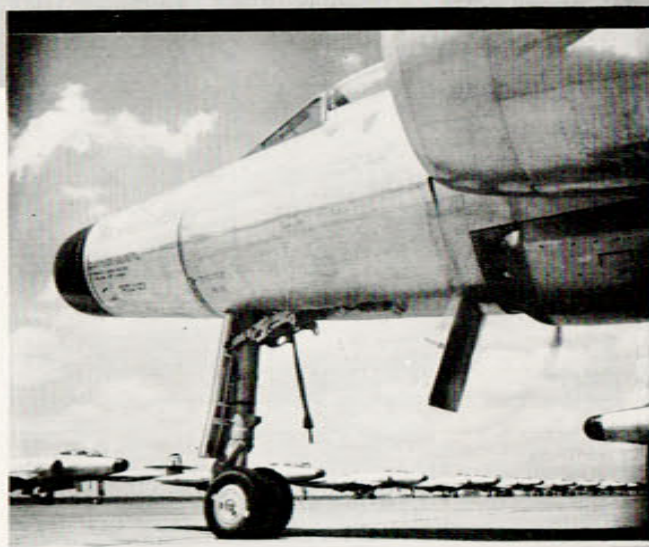


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VOL. 5, No. 10.

JULY 27, 1956

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FROM WHERE WE SIT

. . . the **Voxair Questionnaire** we sent out a week or so ago seems to have given a lot of folks the opportunity to get a few things off their chests! The response has been terrific, and we have garnered some exceedingly useful suggestions. We hope the people who have not yet sent in their observations will do so as soon as possible so that we can get a complete picture of station opinion.

We'll comment on results in general terms in the next issue.

. . . there seems to be considerable criticism by local residents of our **fly-ing activities**. We realize that matters of policy are involved, and far be it from us to stick our necks out, but we would like to have readers' views, pro and con; who knows, maybe someone will come up with a solution!

. . . the supply of **letters to the editors** seems to have dried up. Let's hear from you. We know you have something to say . . . we hear you saying it, in the snack bars, crew rooms and barracks. How about giving the rest of us the benefit of your erudition? A little controversial correspondence sharpens the wits!

—The Editors.

President Seeks To End Turnover In Armed Forces

AUGUSTA — President Eisenhower forwarded to congressional leaders a detailed analysis of the "serious" problem by Charles E. Wilson, the Secretary of Defence. Gen. Eisenhower urged that the legislation be enacted. "We cannot move too soon," he said, in efforts to increase military volunteers. Mr. Wilson wrote that in the last fiscal year only 15.7 per cent of enlistees whose term expired had re-enlisted. Worse still, Mr. Wilson added the rate for electronic technicians was only 6.9 per cent, for armament technicians 8.1 per cent, communication technicians 12.9 per cent and aircraft maintenance technicians 13.2 per cent. The Defence Secretary told the President that "the loss of trained personnel continues to be the most extravagantly expensive and disruptive obstacle to the strengthening of our armed forces today."

AROUND

The Dental Corps has the equipment ready for installation in the **Dental Clinic** as soon as the Clinic is enlarged. The only hold-up is AFHQ approval.

Major Nesbitt hit the jackpot and won a golf ball last week. Please note, score watchers, Sgt. Hamilton is the only Corps Golfer who has not won a ball.

We have an addition to the staff—Miss Speer who was transferred from FOB. Welcome Melody! We hope you'll like it here.

Capt. Cowan is on leave until the end of July. Sgt. Habart, our only technician, is going on leave for two weeks, so denture wearers please chew lightly, as repairs will take longer as they have to be sent to FOB.

The **Accounts Section** is most pleased that one of the most recent promotions was awarded to **Flight Lieutenant Scott**.

Rumour has it that LAW Lila Rose (Rosie to the inmates) had to be hog-tied to get her back to accounting after having been to the Calgary Stampede! Her lament now is, "I'm Headed for the Last Round-up".

By the time this edition goes to press our friend 'Eliza-booty' (LAW Mooney) will have departed for Montreal, as a civilian yet, to make preparations for her forthcoming wedding to Jimmy Mason. Best wishes and congratulations, Jim.

Congratulations are in order to LAC Garry Hanson and wife Shirley who are the proud possessors of a son, Garry David. Young Garry will now have the opportunity of becoming a world traveller as his dad has been transferred to No. 2 Fighter Wing in Germany.

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THE SECTIONS

Of course, being such an active station we never run out of romance. We extend our best wishes and congratulations to Jean Leonard (ex-airwoman) and Gordie Forth. Cpl Forth and Jean will marry on Saturday, August 4.

We wish Sgt. License a speedy recovery. He is sadly missed in the section.

After weeks of impatient waiting, the trade board results from the April examinations have finally arrived in the **Educational Section**. Congratulations are in order for all sections; the percentage of successful candidates from station Winnipeg is higher than in past examinations, with an overall percentage of 77 percent for those who actually wrote the examination. From this fact we can be reasonably sure that the station will compare very favorably with the rest of the Air Force. However, don't relax now . . . we are a long way from being as good as we could be.

Now that the April board is out of the way we are coming into full swing in preparing for the onslaught of the October trade board. August 6 will see AFTEchs begin the brain washing in 16 hangar. All other sections on the station are now, or soon will be, engaged in a serious attempt at trade advancement, which when successfully conducted means top groupings and more pay for all concerned.

If you should drop into the home of a Corporal or Flight Sergeant buddy one of these evenings, and you are greeted with a barrage of AFAOs, QR(Air)s and CAPs by the dozen, he is not going to have a go at the \$64,000 question . . . it's qualifying time soon.

DVA correspondence courses on the station are on the upswing. We had a total of seven persons writing examinations in June on subjects ranging from Diesel Engineering to Senior Matriculation Biology. We also had six new registrations for courses. Why don't you drop in today and see just what we have to offer you along these lines.

We would like to take this opportunity to welcome our new Educational Officer, F/A A. F. Wilson who came to us via PFS, Centralia.

In VOXAIR we were sorry to hear

of the illness of news editor F/O Sandy Ionsen. Sandy has done a sterling job on the news, but it appears he's due for a long rest and will have to relinquish the position. We wish him all the best, and a speedy recovery.

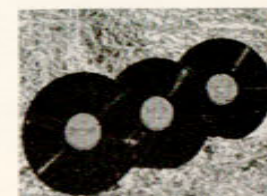
Stu Parmalee, technical news editor, has left for OTU and 426 squadron, and his place has been taken by F/O Marty Plumstead of AOS Flying Wing.

We have word that F/O Peter McLoughlin, motor editor, has been transferred from Gimli, where for the past two years he has been i/c T-33 testing, to Cold Lake, Alberta. However, he plans to continue writing his very popular automobile column, although to a certain extent we shall be at the mercy of the postal authorities. So, we apologize in advance for any lack of continuity caused by non-arrival of mail.

We have a few vacant positions on the staff at the time of writing. We are in urgent need of a circulation manager, a subscription manager, proof readers and rewrite men. All interested personnel should contact the Editor at Local 216.

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LAC J. B. Smith
Cpl. Williams attending the Auxiliary Power Unit, watched by LAC Elston and LAC Gottschalk.

THE week-end of June 23-24 was set aside by the Amateur Radio Relay League as a time when active radio amateurs set up simulated Civil Defence or emergency transmitter-receiver installations in the field using auxiliary power.

The ultimate goal of these activities is to ascertain the effectiveness of personnel and equipment under adverse conditions (which might occur during flood, fire, or disaster) and to provide communications with distant stations or relay of emergency traffic when commercial power lines and mains have been disrupted.

It was with the above facts in mind that the SAR (Telecom) and 3 Comm Unit Amateur Radio Club united to form an actual simulated emergency transmitter-receiver installation at Transcona during the week-end of June 23-24.

The results which follow are in a lighter vein, however the effectiveness of the exercise was conclusive and indicates that personnel and equipment properly employed can maintain adequate communications under the most extenuating circumstances. (NOTE: Similar conditions exist each time the SAR Telecom lads go on field location during active searches or exercises.)

Friday, June 22, saw F/S Gregorchuk and Sgt. Gray sweating off many pounds (avoirdupois) gathering, loading and transporting the field day equipment to the field day location site at 3 CU remote receiver site at Transcona.

Excellent cooperation was experienced from all units on the sta-

AMATEUR RADIO CLUB HOLDS FIELD DAY

tion which include 3CU, Stn. Winnipeg Mscen, ME, Photo, AOS, and Mess Hall. A hearty vote of thanks is also extended to the SAR Telecom section, who made this venture possible by supplying equipment.

Spirits were generally dampened on the morning of June 23 due to rainfall which saw many individuals soaked from head-to-toe while erecting tents, antennas, and moving equipment, however a dauntless spirit prevailed and at 4 p.m. CDST the first CQ FD de VE4CZ/4 emanated from the tent location at Transcona.

From the original CQ until the end of the exercise (exactly 24 hours later) an ART13/BO348 transmitter-receiver and APU were in continuous use.

Upon conclusion of the 24-hour period a check on the number of contacts established with distant stations revealed the following:

- (a) 123 stations had been contacted and signal strength exchanged.
- (b) 29 states in the USA had been worked—from southern California to Florida.
- (c) 1 station in the West Indies exchanged signal reports.
- (d) 11 personnel who had participated were very weary and looking forward to sleeping again in comfortable beds.

The personnel on the exercise displayed hidden qualities and initiative which are too many to relate, however R211's should reflect the fact that F/S Gregorchuk and Sgt. Rutherford excelled in the culinary art and at this writing no person has attended the MIR with resultant food poisoning.

It was duly noted by attending LAC's that Sgt. Cavanagh and Cpl. Midford excelled in dishwashing activities in addition to many hours of active brass pounding.

On Sunday, June 24, S/L Mildren (member of 3 CU ARC) brought a number of air cadets to the field day site to show them an interesting sidelight in the field of communications, and in addition made a tour of 3 CU remote receiver site.



LAC J. B. Smith

Some of the operators who took part in the exercise discussing the day's work.

Left to Right: Cpl. D. A. Allison (VE4DA) (Sec'y, 3 CU ARC), Cpl. Williams (Telecom Air), LAC C. Elston (3 CU), F/C McPhail (VE3BUG, UTRO), Sgt. J. Gray (VE4BT, President), F/S Gregorchuk (VE4BT, Stn. Telecom WO), F/C Orcheski (UTRO), LAC Gottschalk (3 CUO), Sgt. Rutherford (Stn. Message Centre). Missing: Sgt. Cavanagh and Cpl. Midford (Radio Room).

F/C Orcheski, F/C McPhail, Cpl. Allison, LAC Elston and Cpl. Williams at work in the field.

CQ Field Day showing F/C McPhail at the key with Cpl. Allison logging.

(Continued on page 25)



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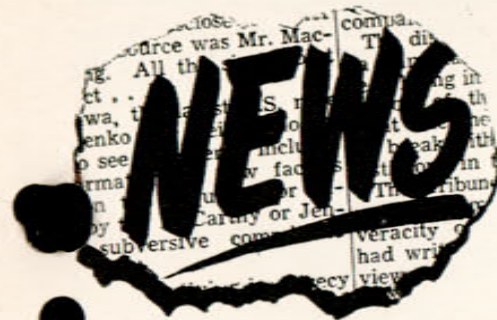
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Edited by BOB MAITLAND

Rocket Power For War And Peace Tested At Outdoor Base

SANTA SUSANA, Calif. — Amid rock-dotted hills and dales, scientists and engineers are busy marshaling the eerie horsepower of the future. It is the power that will carry death-dealing missiles from continent to continent. It may propel more peaceful projectiles, human-laden, from the earth to other parts of the solar system. This is rocket power, the controlled explosion of chemical compounds whose prime scientific virtue is that they do not need the oxygen of the earth's atmosphere for combustion. On a half-dozen "test stands" — metal-scaffold towers resembling oversize oil derricks — researchers many times daily detonate the controlled holocausts that are rocket engines.

T-33 Uses JATO In Europe

The cool flying and the technical know-how of two young pilots stationed at the RCAF's No. 2 Fighter Wing, Grostenquin, France, combined recently to save a T-33 jet trainer from either total loss or a costly dismantling operation.

Returning from a routine training flight, Flying Officer Gerry Theriault, of Riviere-du-Loup, P.Q., a pilot with No. 430 Fighter Squadron, was about 75 miles from base when he experienced a complete electrical failure with his radio and navigation equipment. Darkness was a matter of minutes away—he could bail out or look for a landing field in the immediate vicinity.

Circling, Gerry spotted two tiny rows of lights in a small German valley. After making five passes at the field, he went in for the landing. Touching down on the button, he ran the full length of the strip, stopping fifty feet from the other end. Later he learned

CHRISTINA LAPING

Yugoslavia's loss is Canada's gain as this picture of pretty eighteen-year-old Christina proves. Blue-eyed, dark-haired Chris arrived in Canada three years ago from her native Yugoslavia and is now employed as a hairdresser in Winnipeg.

We intend to feature this young lady as a Voxair Vixen in the not too distant future.

(Photo: Cpl. Don Askett)

OF THE WORLD

ADF in Readiness 24 Hours a Day

ST. HUBERT—Destruction of Canada, if it comes, will sweep down from the north at the rate of at least 12 miles a minute. The Royal Canadian Air Force officers who direct Air Defence Command from this station, nine miles south of Montreal, regard this statement as fact. If air invasion came tomorrow, it would bring no basic change in the 24-hours-a-day, 7-days-a-week of their operational speed. The principles of air defence on which their system is built are simple enough. Know the identity of every airborne object moving in the skies over Canada. If there are unidentified aircraft, identify them. If, when identified, they prove to belong to a hostile power—destroy them.

* * *

H-Bomb Air Drop Missed by 4 Miles

WASHINGTON — Informed sources have acknowledged that the first United States hydrogen bomb to be dropped from an aircraft missed its target by about four miles. The test took place May 21, off Bikini. A human error was blamed for the miss. Thus the weapon of colossal power apparently fulfilled all operational requirements and the Air Force demonstrated at least the feasibility of dropping the big weapon without damage to the aircraft and its crew.

Canadian Named CO in England

SILLOTH, Eng. — A Canadian pilot has been named commanding officer of the Royal Air Force maintenance unit at this Cumberland town on the Solway Firth. Wing Cmdr. Henry Ellis Angell, whose parents live at Grand View House, Annapolis Royal, N.S., was deputy senior personnel staff officer at headquarters, 2nd tactical air force, RAF, before taking his new post.

CANADIAN BEAUTY





YANA

Rising young British TV star Pamela Guard, who has adopted the stage name "Yana," recently arrived in the United States for a film test. She has already appeared as a singer on the Ed Sullivan show.

High Speed Aircraft

CHARLOTTETOWN—Britain's new delta winged supersonic bomber which Avros of Manchester and Canada are to build will be in the 1,500 mph to 1,750 mph class and indeed must attain such speeds for it will be 1965 before it is in service and by 1963 the 1750 mph fighter will be seen in Commonwealth and NATO Air Forces. It is the Avro Delta Bomber which will probably be built in Canada as well as Britain, which may well prove to be the world's dominating strategic aircraft of 1965, just as the Saunders-Roe Interceptor Fighter may win the palm as the most peerless fighter of that year.

Canadian Envoy Sees RCAF Bases

METZ—Jean Desy, Canadian Ambassador to France, has paid his first visit to the RCAF air divisions in Europe. Desy, accompanied by his wife and his son and daughter, spent two days inspecting division headquarters at Metz and the fighter wing bases at Gros Tonquin and Marville in northern France.

Air Force Train

EDMONTON—The whistle of a diesel locomotive is as familiar at RCAF Station Namao as the roar of jet engines. The Namao locomotive, one of the two railway engines operated in Canada by the RCAF, has the job of shunting railway cars along part of the five miles of spur track at No. 7 Supply Depot, Namao. Civilian railway engineers pilot the locomotive which is colored in air force blue and carries the RCAF crest. The only other RCAF engine is at the supply depot in Toronto.

New Unit at Cold Lake

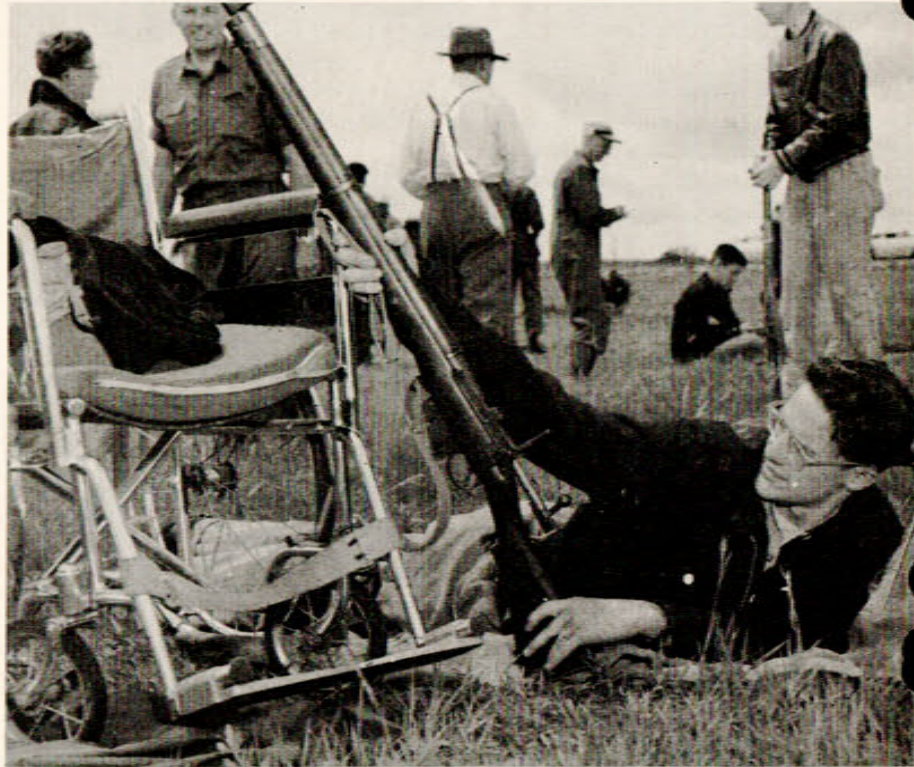
OTTAWA—A Weapon's Practice Unit has been formed at RCAF Station Cold Lake, Alta., located 180 miles northeast of Edmonton, it is announced by Air Defence Command Headquarters.

The unit is designed to provide facilities for aerial target-towing, assessment of air-to-air exercises, and facilities for development of new methods in air firing training for CF-100 Canuck interceptor crews.

In addition to providing the necessary facilities for aircrew going through the RCAF's No. 3 Operational Training Unit at Cold Lake, the Weapon's Practice Unit will provide weapons firing practice for all of Air Defence Command's Canuck squadrons on a rotational basis.

U.S. Starfighter May Replace Sabre

OTTAWA—The RCAF is looking at the American 1,500-mile-an-hour F-104 Starfighter as a successor to its F-86 Sabre for short-range, high-altitude interception. If decided on, this newest and fastest of U.S. fighter planes would go into production at the Montreal plant of Canadair Ltd. late next year. Whether the Starfighter is adopted depends on (1) what funds the RCAF can spare for a new aircraft; and (2) the future of the RCAF's Air Division in Europe.



STILL SHOOTING—Even partial paralysis can't keep a good man down. When about 80 army and air force cadets competed in a special M.P.R.A. shoot recently, one of the best shots was LAC George Dyck, son of Mr. and Mrs. G. Dyck of 999 Sherbrook St., Winnipeg. His paralysis is the result of a shotgun wound when rabbit hunting five years ago but he keeps his interest in cadet competitions. Here George reaches for his rifle after being assisted from his wheelchair at the firing point. He came in 15th in the competition.

Change of Command at Moose Jaw

MOOSE JAW—Group Capt. George H. Elms, commanding officer of the station here since August, 1953, will attend National Defence College at Kingston, Ont., for one year, commencing in August, RCAF headquarters announced. He will be succeeded as commanding officer by GC G. P. Dunlop, former air attache in Sweden who now attends National Defence College. Formal change of command will take place July 27.

Millard, Cornblat Appointments

OTTAWA — Air Commodore I. C. (Cy) Cornblat, 41, of Smiths Falls, Ont., Director of Manpower and Organization for Allied Air Forces, Central Europe (AAFCE), with headquarters at Fontainebleau, France, will succeed A/C V. S. J. Millard, OBE, 44, of Toronto, at the RCAF's Chief of Materiel in mid July, it has been announced by Air Force Headquarters.

A/C Millard has been appointed assistant chief of staff for logistics.

Javelins' in Service

LONDON — Britain has announced that the RAF has a squadron of delta-shaped all-weather Gloster Javelin fighters in service. The two-seat aircraft can carry guided missiles and are equipped with long-range radar for firing blind at targets.

WINNIPEG OFFICERS PROMOTED

S/L I. D. Tenove

A native of Edmonton, joined the RCAF in July 1941. Served with 38 Squadron, RAF, in the Middle East. Returned to Canada in 1945, he served in Edmonton and Fort St. John as Flying Control Officer. Following a short tour as a civilian S/L Tenove rejoined the RCAF in 1947 and has served at TAC C&R Flt, 319 Sqn Clinton and 2 AOS.

S/L J. A. Yeomans
(R.A.F. Exchange Officer)

A native of Manchester, England. Joined RAF in June 1941. Trained in South Africa. Operated with 156 Pathfinder Squadron, Bomber Command. Since 1945 has served with various transport and communications squadrons, principally engaged on V.I.P. work. Joined Training Command as an instructor in 1952 and came to Winnipeg as Exchange in April 1954. Has been Chief Instructor in Applied Navigation School since January 1955.

F/L F. L. C. Pearson

F/L Fred Pearson, a native of Toronto, enlisted in the air force in 1948. After completing the communication technician course at Clinton, he was stationed at Trenton and Churchill. He remustered to aircrew in 1950. Since graduation from the Radio Officer school, he has been with 426 (T) Sqn, Dorval; 137 (T) Flt, Langar; 1 AROS Clinton, and at present is with 2 AOS.

F/L A. G. Scott

Born and educated at Calgary. Enlisted in the RCAF in March 1941 and served during the war at 7 SFTS, Macleod, No. 3 REMU Carberry and No. 7 R.C. Calgary. F/L Scott was stationed at No. 10 R.D., Calgary until 1951 and then spent a year at No. 1 TTS School of Accounting and Examination Unit as an instructor. Commissioned in 1952 he was transferred to Station Winnipeg in August 1952 and is now one of the "oldest members". Married and has two children.



Standing: F/L Scott, F/L Tompkins. Seated: F/L Crawford, S/L Tenove, F/L Pearson. Inset: S/L Yeomans.

F/L T. S. Crawford

F/L Tom Crawford, a native of Toronto, enlisted in the air force in 1948. After completing a radar course at Clinton, Ont., he was stationed at St. Hubert and Rockcliffe. He remustered to aircrew in 1950. Since graduation from the Air Radio Officer School, he has been stationed at Clinton and Summerside, on instructional and flying duties, and is at present with 2 AOS, Winnipeg.

F/L A. D. Tompkins

F/L Archie Tompkins, from Woodstock, N.B., joined RCAF aircrew in 1950. After graduation from Radio Officer basic course, he completed a two-year tour with 435 (T) Sqn, Edmonton, and a three-year tour with 412 (T) Sqn, Rockcliffe and Uplands. He completed SROI course in the winter of 1954-55. He was transferred to 2 AOS in May, 1956.

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JET PROVOST ADVANCES ROYAL AIR FORCE PILOT TRAINING

A short article on the RAF's new basic trainer, the Jet Provost Mk II. The introduction of this aircraft into the training syllabus of the RAF heralds yet another advance in this Jet Age. Students who now solo and receive the first phase of their "Wings" training on piston-type Harvards will, in the future, start out and solo in the Jet Provost.

THE Jet Provost Mk. 2 aircraft is a logical development of the Mk. 1 Jet Provost, nine of which were built to the order of the Royal Air Force so that the principle of 'ab initio' jet pilot training could be tried out as quickly as possible and at a relatively low cost. Evaluation trials of the Mk. 1 were carried out by teams from Australia, Canada, France, Holland, Italy and the A.T.A.G. Squadron between June and November, 1955.

As a result of some 2,000 flying hours by the Royal Air Force and by many experienced flying instructors from the Commonwealth and NATO Air Forces, and from comprehensive discussions with these instructors, the company has been able to accumulate invaluable expert opinions as to the suitability of the basic Jet Provost design for its training role.

The first Jet Provosts were taken over by the Central Flying School, RAF in July, 1955. This unit carried out 110 hours flying in the aircraft, during which time they were required to assess its suitability as an 'ab initio' trainer and to recommend a syllabus of flying instruction suited to the aircraft. They

were also instructed to make recommendations concerning that portion of the advanced training syllabus which they considered could be taken over by the Jet Provost, it being realised that any such transfer would show considerable economies, particularly in the future when any new advanced jet trainer would be an extremely expensive aircraft both to construct and to operate.

More Economical Approach To Advanced Training

It is very obvious that irrespective of the type of advanced jet trainer, be it Vampire, T.33, S.14 or G.82, it is necessary to introduce a pilot to the psychological and other problems of jet flying on aircraft of such complexity. Training in the use of oxygen, effect of controls at altitude, acceleration error in instrument flying, compressibility and jet engine handling are only a few of the items which have to be taught in a jet powered aircraft because they are either not present in piston-engined trainers or because they are different.

The Jet Provost was very favourably commented upon by the Central Flying

School who considered it to be not only a thoroughly practical 'ab initio' and basic trainer but that, in addition to the 120 hours present RAF basic syllabus, it could also take over some 47 hours of the present advanced jet training course. Although the total hours to "Wings" standard and the hours devoted to the various training stages differ between air forces, it is apparent that a reduction of hours on the advanced jet trainer where the Jet Provost is used in the earlier stage, apply with equal force to any training syllabus if only because jet conversion training is no longer a requirement in the advanced stage.

It is considered that a detailed analysis of a typical advanced training T.33 syllabus would reveal from 20% to 25% of the hours flown on that type could be transferred to the Jet Provost with no lowering of the standard but with a very large cash saving indeed.

The First Pupils to Learn On the Jet Provost

In September, 1955, the Jet Provosts were transferred to No. 2 Flying Training School, RAF Hullavington where,

on the 26th of the month a new course of RAF pilot cadets began training on these aircraft.

This pupil intake consisted of 18 cadets, 12 of whom had no previous flying experience and 6 with varying amounts of flying in University Air Squadrons, Air Training Corps or private flying clubs. The intake was in no way specially selected and was merely the next batch due to begin training.

By the end of October all 18 cadets had flown solo in the Jet Provost, the average dual instruction being 11¼ hours for the 12 without previous experience and 9 hours, 20 minutes for the remainder. Not only does this compare very favourably with the dual-to-first-solo hours on the modern piston-engined 'ad initio' trainer, but it is very exceptional for an entire course intake to make the solo grade.

By mid-February, 1956, 14 cadets on the course had averaged 22 hours solo flying, three cadets had been withdrawn from training as being unlikely to make satisfactory Service pilots, and one had been withdrawn on medical grounds.

Important Basic Characteristics Of the Jet Provost

The performance of the course appears to be positive proof that the Jet Provost, in spite of its maximum level speed of over 399 m.p.h. and its ceiling of 35,000 feet, has the docile handling qualities at the low end of the speed range and the complete freedom from vices which are essential in any 'ab initio' trainer.

The Jet Provost training was initially carried out at Keevil Aerodrome which is a relief landing ground for Hullavington. At Keevil all flying is off hard runways, and frequently there is a considerable crosswind component. This has presented no problem, because of the nose-wheel undercarriage. Within 2 hours of first solo pupils were operating the Jet Provost off the 3270 foot hard runway at Hullavington.

Wider Basic Training Coverage With the Jet Provost

The ability to complete pilot training to "Wings" standard on the minimum number of aircraft types is an ideal at which all Air Forces aim. Because of the ever increasing power and performance of modern operational aircraft which must, to a reasonable extent, be matched by the Advanced Trainers, it has seemed to many that two-stage training could not survive the arrival of the high-performance advanced jet trainers of today and of the future. However, the outstanding success of the piston-engined Provost T. Mk.1 of 550 m.p.h. conclusively proved that a trainer could be designed not only with the weight, power and complexity necessary to lead the pupil into the advanced jet trainer but with the safe low speed qualities required for giving him his initial flying training.

The company have now demonstrated that the performance of such a trainer can be stepped up by approximately 100 m.p.h., the ceiling increased

by 15,000 to 35,000 feet, a retractable nose-wheel undercarriage and air brakes fitted, and a jet engine installed, and that this aircraft is still ideally suited to 'ab initio' training, in addition to leading into the future advanced transonic trainer, so enabling the two-stage training ideal to be maintained for many years to come.

Furthermore, because the training completely excludes piston engines and propellers, the need for jet conversion training, which up to now has been carried out on the expensive advanced jet trainer, no longer arises and the 'ab initio' jet trainer is able to take the pupil much further along the training syllabus than could its piston-engined forerunner.

In recent years the Royal Air Force pilot training to "Wings" standard has been:

Provost T Mk. 1120 hours
Advanced Jet Trainer110 hours

The recommendation of the Central Flying School is that, with the introduction of the Jet Provost, the training shall be:

Jet Provost167 hours
Advanced Jet Trainer 63 hours

This reduction of 47 hours in the advanced jet trainer is made possible because these hours can equally well be carried out in the Jet Provost. It is also confidently expected that the graduate standard will be greatly raised since the pupils will have 230 hours jet flying instead of the previous 110 hours.

Improved Flying Conditions For the Pupil in the Jet Provost

There is no doubt that, under any system of military pilot training wherein the pupils carry out a period of training on piston-engine aircraft before proceeding to jets, a considerable feeling of apprehension towards jet aircraft is built up during the early stages of training. This makes many pupils extremely unresponsive to instruction on the advanced jet trainer and has certainly resulted in numerous failures at the Jet Conversion stage. On the other hand, where training is on jets from the very beginning, no such apprehensive build-up occurs—it is now plain that the turbo-jet engine is not linked exclusively to high-power, high-performance fighting aircraft. The

psychological effect on the lay mind (parents as well as potential candidates for pilot training) of the knowledge that jet training aircraft can be so safe and docile as to permit 'ab initio' training to be carried out in them cannot fail to benefit an air force.

There is evidence to show that air-sickness is much less troublesome in jet aircraft than in their piston-engined counterparts. This is probably due to the absence of fumes, absence of the throbbing propeller slipstream on canopies and the general reduction of vibration. It seems probable that potentially satisfactory pilots are being needlessly rejected in the effort to 'screen out' air-sickness cases in piston-engined Primary Trainers when it is highly likely that the disability would not arise with jet power. It is most noteworthy that in the course of 18 cadets now under training on Jet Provosts at Hullavington air-sickness has been negligible and tends to confirm the contention that a general introduction of all-through jet training will very greatly reduce the incidence of air-sickness.

GENERAL DESCRIPTION

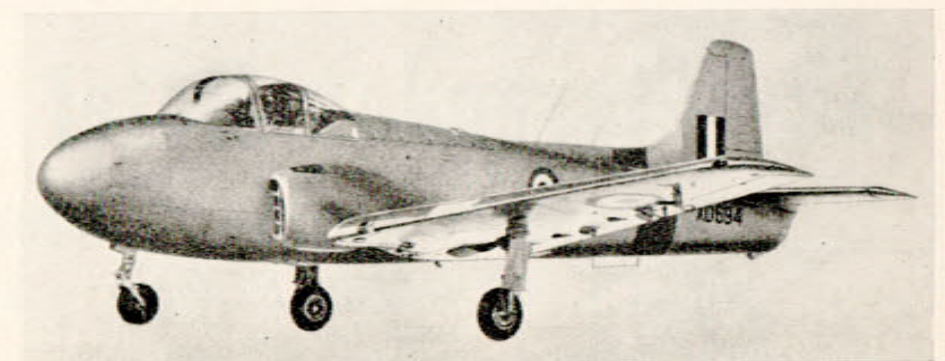
Cockpit and Canopy

Two vertically adjustable seats are fitted, side by side, for the pupil pilot and instructor. Access to the cockpit is gained over the trailing edge of the wing roots and by a step in the top of each air-intake. The centre portion of the built-up transparent canopy, termed the sliding hood, provides the means of entry to the cockpit; it is opened and shut by a hand crank. In an emergency, the sliding hood can be completely jettisoned at all operative speeds. Protection for the occupants, in the event of the aircraft overturning, is afforded by a pylon immediately behind the seats. The cockpit is heated and ventilated but not pressurized.

Controls and Instruments

Dual flying and elevator trim controls are fitted, together with a single aileron trim control. A single blind flying panel, embodying electrically-driven flight instruments, is mounted in the centre of the instrument panel, which extends across the cockpit. Quickly stowed amber screens can be provided as standard equipment for instrument flying practice; those for the windstream fold and retract behind the

(Continued on page 30)



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(Photo: Arthur Evans)

W. Rockingham Underlip

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THIRTY-Four-year-old Ottawa-born John Corrigan, the oldest of a family of eight, was educated at the Ottawa Technical High School, and enlisted in the air force in April, 1942.

He graduated as a Pilot Officer Observer from the AOS at London, Ontario, in 1943, and proceeded overseas to EFTS at Sywell in the same year. He spent some time at practice flying in Tiger Moths and Ansons before reaching the Wellington OTU at Harwell, and following conversion to Halifaxes at Selby, Yorkshire, he took a course on H2S blind bombing equipment at the Pathfinder Navigation Training Unit. In March, 1944, he joined No. 7 (Pathfinder) Squadron of the RAF where he was engaged in master bomber and marking trips, completing sixty-seven operational flights and collecting two DFCs by February, 1945.

By some native cunning, the details of which he did not disclose, S/L Corrigan managed to avoid being rested from operations, and instead fiddled a transfer to No. 582 (Pathfinder) Squadron as navigation officer, where he completed a further eight operational flights. He took part in Bomber Command's last operation of the war to Heligoland, with Flight Lieutenant (now Wing Commander) Green of the RCAF as captain of his aircraft. In May, 1944, he moved to 6 Group Headquarters as radar-navigation leader for the "Tiger" force, the force which was being trained for the far east. However, the Japanese war ended before this group could be used, leading to his repatriation to Canada and a job with Eastern Air Command Headquarters.

After a period as aide to A. V. M. Morfee, AOC EAC, S/L Corrigan moved, first to Churchill as a navigator with the USAF on "Beetle" operations, during which time he was one of the crew of the only C-74 Globemaster ever to land at Cambridge Bay, and later to Ladd Field in Fairbanks, Alaska, on "Operation Polaris," the radar and photo reconnaissance of islands in the Canadian Archipelago.

In the fall of '49 he was employed in North-West Air Command Headquarters on the personnel side of the University Reserve Training

Personality

S/L J. CORRIGAN,
D.F.C., C.D.



LAC J. B. Smith

Plan, was promoted to squadron leader at the beginning of 1950, and, after successful completion of SNIN and SpecN courses, became an instructor at RMC Reserve Officers' School.

In August 1951 he was at T.C.H.Q. and responsible for the organizing and training of cadets enrolled in the URTP, and after two years in this position became Chief Navigation Instructor at the Central Navigation School.

In 1946 he was married to Miss Lucy Yarn, and they have one daughter, Dianne, who is 5 1/2 years old.

For the past year he has been production director of Voxair and has been instrumental in bringing about some of the more important developments in the magazine.

Squadron Leader Corrigan will be joining Squadron Leader Olien on course No. 21 at Staff College and we wish him every success.

Low Flying Stipend Irks RCAF Aircrews

OTTAWA—RCAF aircrews are becoming increasingly bitter that there has been no increase in the \$30-a-month flying pay since the end of World War II. The pilot and navigator of a CF-100 jet interceptor receive \$1 a day special risk pay for flying it.

Many aircrew feel that flying pay should at least cover the premiums for life insurance—if they can get insurance. Some companies refuse jet pilots life insurance. "It would pay us to join the RAF," one pilot said. This was a reference to the fact that RAF flying pay recently was doubled—and it was already higher than RCAF flying pay.



RESPIRE—French troops rest near the helicopter that takes them into battle against the fellaghas. Helicopters have proved of immense value in mountainous Algeria.

CURRENT AFFAIRS

DR. L. A. GLINZ

Current Affairs Adviser—

Joint Services

ment and at the same time persuade the Russians to permit re-unification of Germany, perhaps within the framework of a European security system that includes the U.S.S.R. Chancellor Adenauer scoffs at this idea, and the United States, particularly, is most suspicious of it. But the possibility of a wider system of security for Europe, including the U.S.S.R., should not be ruled out.

* * *

FEDERATION IN THE BRITISH WEST INDIES

FOR the second time in history, the birth of a British Commonwealth confederation is occurring in the Western hemisphere. The British Caribbean colonies have agreed to federate. Almost 90 years



ago Canada made a similar decision.

The colonies in the Caribbean Sea at present agreeing to federate are Barbados, Jamaica and Trinidad, and seven of the Leeward and Windward Islands. The Bahamas

are not included but the draft federation provides for the mainland colonies of British Guiana in South America and British Honduras in Central America to join later if they wish.

* * *

EXTENSION OF GOVERNOR-GENERAL'S FIVE-YEAR TERM



Canada's Governor-General

Prime Minister St. Laurent has made the following announcement: "Her Majesty the Queen has been graciously pleased to approve the continuance in office of the Right Honourable Vincent Massey as Governor-General of Canada for an additional period from February 1957 to the spring of 1958."

* * *

THE THINGS THEY SAY

Mr. Anthony Eden on threat to Britain's existence:

"So far as I can judge the future, the more immediate threat to our country's existence is competition in export markets rather than a world war."

* * *

Mr. Richard Nixon, Vice-President of the United States and long regarded as the source of the "egg-heads" (intellectuals), speaking on the uncommitted countries.



Vice-President Nixon

"To these nations, the Americans appear too materialistic, too little concerned with intellectual and spiritual values." In the neutralist countries, "the intellectual is not dismissed as an egg-head. The artist is not called a long-hair. The minister of religion is not considered an impractical idealist."

Mr. Nixon also says that eastern nations are impressed by the high esteem in which intellectuals and scientists are held in the Soviet Union.

*Extract from "Current Affairs Notes for The Canadian Forces," 15 June 1956.

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FRENCH FRUSTRATION IN NORTH AFRICA

FOR twenty months, the death toll of Europeans and Algerians has risen steadily in the ever-intensifying fight over the vast French domain of Algeria in North Africa. There seems to be no room for compromise between the Arab nationalists' demands for independence and the French residents' determination that Algeria shall remain French. But Socialist Premier Guy Mollet has promised extensive political reforms—after the rebellion ends. Meanwhile, France deploys some 300,000 to 400,000 troops to try to end it with mop-up operations against rebel bands and their supporters in Arab villages.

* * *

GERMANS DIVIDED ON ADENAUER'S POLICY

THE Germans are no longer certain of where they are going. Russia's Krushchev has pretty bluntly rejected re-unification of East

and West Germany. Many West Germans, particularly the strong Social Democrats, feel that re-arming as a member of NATO will make permanent the division of Germany. They therefore are hesitant about building up the gap in NATO's defensive wall. They play around with the idea that by withdrawing from NATO, and by direct negotiation with the Russians they may avoid the burden of re-arma-



Prison in The Northfield Leader & Free "Suffering from love."



SITUATION IN HAND—An Arab fellagha, or rebel, is marched off after being captured by a patrol of French marines. In the background smoke rises from burning buildings in Collo, a coastal town in the Constantine Department of northeast Algeria, which had been cut off by the rebels before the marines landed to lift the siege.

Dmitri T. Shepilov, the Soviet Union's new foreign minister, tries to impress the Middle East:

"I have been accorded the great honor of representing here (in Egypt) the Soviet Union, the land of socialism, the country that has totally repudiated colonial expansion, the country who economic structure has no place for oil monopolies or any other kind of imperialist monopoly that sucks the vitality of less developed nations, the country that bases its relations with other states, large or small,



Shepilov

on full equality, on mutual respect for sovereignty and on noninterference in internal affairs." (Editor: If only this were true!)

*Mr. Nikolai Krushchev on allowing communist East Germany to re-unite with West Germany:

"Seventeen million Germans in hand are preferable to 70 million united, even though neutral, Germans."

Sir Anthony Eden on what the loss of Cyprus would mean to her oil supply:

"No Cyprus—no certain facilities to protect our supply of oil. No oil-hunger and unemployment in Britain. It's as simple as that."

*The Russians have officially denied that Mr. Krushchev said this to Premier Molet of France as reported.

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FROM THE BANDSTAND



RCAF Stn. Winnipeg Band were welcomed by the Mayor of Waterloo on their arrival at Wellington-Waterloo Airport on Friday, June 29.

By F/O RAY CUTT

DURING the past few months, Bandmaster Sgt. Gordie Rowe and members of the band have been busy preparing for and fulfilling several band engagements. On Friday, May 26, the band journeyed to Moose Jaw to participate in western Canada's largest Band Festival. The RCAF was well represented in the competition having six trumpet and drum bands from different stations as well as our own brass and reed band from Station Winnipeg. Each band met with much success in performing in its particular class and valuable experience was gained. Guest artist during the festival was trumpet soloist RAPHAEL MENDEZ, who featured his version of "Carnival of Venice".

On June 30 our station band, still in the competitive spirit, was flown to Waterloo, Ontario, to participate in the music festival held there annually. This festival, the largest of its kind in Canada, continues for four days and is open to any band that wishes to compete. Approximately 45 bands were in attendance from different parts of Canada and the USA. Class competition began at 10 o'clock in the morning and continued for the remainder of the day. In the evening a huge parade composed of all the competing bands formed up and paraded to Waterloo Park where presentations and awards were given to successful bands and competitors. S/L E. A. Kirkwood, Supervisor of Music for the RCAF,

acted as one of the three adjudicators at the festival. Our own station band, despite some "tough" competition tied for 3rd place in class number 2 for brass and reed bands. Congratulations were extended to Sgt. Rowe and all members of the band by S/L Kirkwood for a very talented performance. LAC Bud Miller from Maintenance, our solo trumpet player, deserves a hand for his excellent rendition of "Concerto for Cornet", which he played at Waterloo.

Our next band engagement is scheduled for July 25, when we will parade for the official opening of the new St. James City Hall.

Congratulations to our drummer Cpl Phil Scarrow and Mrs. Scarrow on the arrival of a new baby boy and also to Cpl. and Mrs. Laprise on the arrival of a daughter!

RCAF Station Winnipeg Band is made up of volunteer members. Station personnel who are interested in music and are desirous of playing in the band are asked to contact Sgt. Rowe at Local 566 or 216 for further details.

Test Pilots See Era of 2,000 mph Speeds

LONDON—A slab of silver metal, hurtling through the skies over Sussex at the rate of a mile every 3 seconds, has ushered in British aviation's "super-duper-sonic" era. Test pilots already are thinking in terms of 2,000 miles an hour, thanks to Old Needle-nose, the delta-wing aircraft which advanced the world air speed record by 37 per cent. A Fairey aviation spokesman said the turning point may have been reached. 4-figure speeds bring up the question of the heat barrier, involving the need for greater refrigeration. Despite this, air correspondent Cyril Birks of the Evening News reports that pilots now are talking about 2,000 mph and up.

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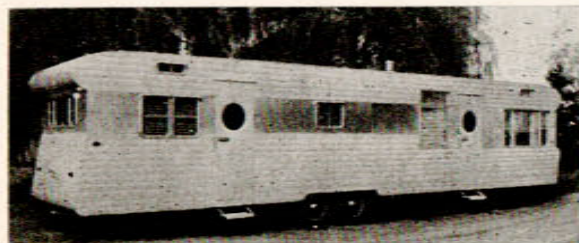
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By
F/L H. THOMAS

Chaplain's Page



Protestant Chaplain

PATRIOTISM

"Love God and Country
Give thoughts to loyalty
To citizens Blessings aplenty."
(Author Unknown)

ALL OF US probably have our special reasons for welcoming Confederation Day, July 1. The sportsman armed with tackle and high hopes pants his secretive way to many lakes and rivers. The boatsman with freshly-painted yacht smiles prosperity; the golfer proudly stooped with clubs struts the golfers' paradise. The family man fulfills long awaited promises of an outing to wife and children—the inviting beaches, lakes and resorts all possess a lure to our city and country folk. Citizens, all of a much growing homeland, go for July 1 because it got us a free day!

However, apart from all these niceties of life, Honest Canuck has still another characteristic every fellow-citizen might do well to cultivate—*Patriotism*.

Though man was created for God eventually, the Almighty was not so stingy that he refuses to share each creature with each other. We were made to live, work, recreate with one another; commanded not only to exist with our neighbors but to love them as well in toil and in play. While each individual is the apple of God's eye in as much as he has a soul endowed with inalienable rights from his Creator, man also has an obligation to live in society and work out his eternal destiny in co-operation with his fellow men. And in every well ordered society there are some who rule and some who are ruled. If the rulers guide the subjects according to God-given principles and if the citizens obey their lawful authorities, both sides practice a real

honest-to-goodness virtue, namely—*PATRIOTISM*.

We love our Democracy. We expect of our Democracy. How many of us are waiting for the opportunity to do some great thing for the betterment of our community, forgetting that the solution of the problem requires only the active intelligent fulfillment of individual civic duty. The entire development of our land has depended on the existence of the same qualities which characterized the early settlers and Fathers of Confederation. These were qualities of those who hewed paths through trackless forests and over mountains, who bridged rivers and conquered endless stretches of plain, pushed on to barren tundras and, withal retained character enough both to respect authority and to resist its abuse in the process of passing it down in heritage.

Our Christian democracy is never a thing done; it is and always will be a goal to be achieved. It means action, not passive acquiescence in things as they are, or the "taking-for-granted attitude of our loyalty, etc;" it requires alertness to duty, a dynamic faith, a willingness to give and take for the good of all. It can live only as a result of loyalty and devotion to its principles expressed by daily deeds. The only things which are wrong about our Government are the things which are wrong with you and me.

When the Master cautioned his listeners to render to God the things that belonged to Him and to

Caesar his dues. He was driving home two important obligations to every Tom, Dick and Harry: One to Himself and one to men selected and voted to rule fellow-men in Society. To the cynic, who says all he thinks in preference to thinking all he says, it might sound idealistic to refer to our governing bodies as instruments for the moral, social, educational welfare of our people; but to readers of Scripture it is solid stuff as St. Paul tells us, "Authority comes from God alone and all authorities that hold sway are of His ordinance."

To the far-sightedness of Fathers of Confederation, we extend our admiration—to the undaunted loyalty of pioneers we show the progress of our land—to ourselves we state "patriotism demands of us." If it be true that there is no true love of country in a citizen who trifles with the philosophies and ideologies contrary to our Christian democracy, even if the contact only taints his mind a pinkish hue, how account for the action of loyal citizens who refuse loyalties to God when loyalty to their country is part and parcel of the same.

The Lord has been good to us—blessings abound for people of a racial origin; opportunities open new avenues to comfortable living, if we maintain our integrity and follow His laws governing our Patriotism. He will continue to bless.

July 1 lends itself to such thoughts:

It is *The day for Canadians.*

ROBERTA MAUNDERS'

LIBRARY CORNER

NO PASSING GLORY

*A Biography of
Group Captain Cheshire*
Reviewed by M. Hardman

An outstanding feature of this age is the increasing tendency to classify and tabulate. Beginning with the development of science in the 16th and 17th centuries, this tendency flourished exceedingly in the 19th century, but as yet had not invaded the sphere of human personality. It was left to the 20th century for this final conquest. Now we have gone all the way, and human beings, in common with bacteria, plants, insects, monkeys and the like, may be neatly classified into groups and classes according to their physical and psychological characteristics. You may still retain your name as a convenient method of identification, but in the relevant files, you may find yourself labelled and docketed into your appropriate group and class according to the psychological jargon of the day. In this way your capabilities may be assessed, and your likely reactions to future circumstances forecast. No longer a unique human being you have now become an elaborate machine, and what you will do in times of stress and trouble will be determined by the constitution of this machine.

Fortunately for our self respect as human beings there are always certain individuals who cannot be fitted into these convenient classifications. They obstinately remain essentially themselves, unique, different, and unpredictable. Whatever class they are typed into, they stubbornly refuse to react as members of their class should, and condemn the slick prophecies of the classifiers. Such a man undoubtedly is Group Captain Cheshire, a unique individual if ever there was one. On reading his biography, "No Passing Glory" by Andrew Boyle, the reader is immensely impressed by his lack of co-operation with those who venture to foretell his

future. For example, soon after joining the R.A.F. he was "carpeted" before his base commander for some indiscretion, and was almost dismissed from the service, the base commander having grave doubts about Cheshire's suitability for a bomber pilot. Yet within a very short time his prowess as a bomber pilot was to become a legend. Previous to this, when he was a student at Oxford in the years immediately preceding the war, it was confidently predicted that he would end up in jail or develop into an eccentric, and earlier still, when he was still at school, his tutor judged him about average, not in any way remarkable.

To see how fantastically wrong these estimations of his personality and ability, and these predictions of his future really were, and at the same time to read an absorbing account of the war in the air, the reader must not miss this remark-

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able book. To test his own prowess at predicting the future development of a human being, let him read Cheshire's story until about 1946, and then reflect on what his future would likely be.

It may be confidently predicted that, after reading the rest of the book, the reader will forever hesitate before he ventures to sum up his fellow human beings, and to state what they are or are not capable of. There is, after all, some element in the human personality that eludes the measuring rods and the microscopes of our scientific Merlins, an element of unpredictability that confounds the prophets, and makes us what we are—human beings and not super machines. Cheshire has this element to the full.

THE QUIET MAN

by Graham Greene
Reviewed by M. Hardman

THIS is a good example of a book which may be read in two different ways, either as a straightforward story, full of adventure and action, of the recent war in Indo-China, or as an allegory, concerned with the effects of American interference in the Colonial affairs of other Powers. Critics in the USA have almost invariably read it in the second way, and have even gone so far as to complain that the American featured in it pictures no less a person than the inimitable Mr. John Foster Dulles. Reading it this way they have felt compelled to lambast the book, but reading it the same way not everyone will fall under the same compulsion.

Be that as it may, it can be promised that the book is well worth the reading. The action is fast and tense, and is based upon two very contrasting character types, the one cynical, amoral and ruthless, but knowing Indo-China well; the other sentimental and idealistic, knowing nothing of the country but full of good intentions and a sublime confidence in his ability to put things right. With the highest of motives, but with bumbling inefficiency, he intervenes in the local political situation and causes unnecessary bloodshed and violence. The ruthless one then takes action to avoid further trouble, action so decisive that the story comes to an end.

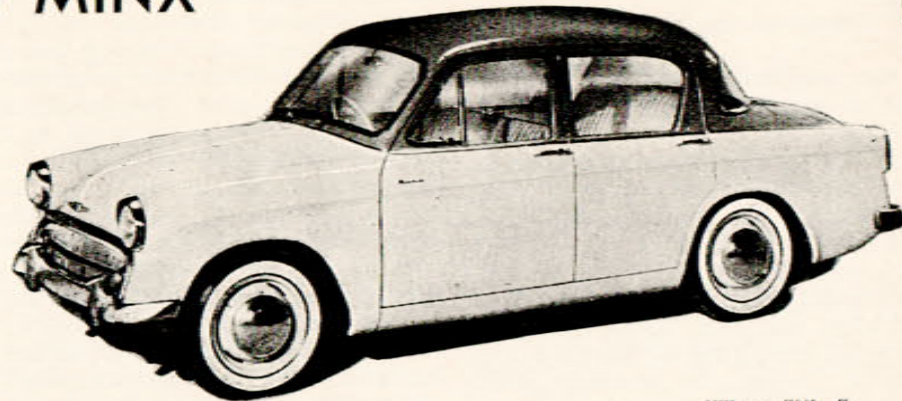
With a style admirably fitted to the swift-moving pace of the book, sparing but exact in his use of words, and exercising his mordant wit with telling effect, Graham Greene is at his very best. All that is needed is the decision to begin to read the book, once reading has begun it will be finished!

AUTOMOBILES

By PETER McLOUGHLIN

NEW HILLMAN MINX

Rootes Group have just announced a new version of the popular Minx. The new Hillman shows a close family resemblance to the Rapier and is, in our opinion, a great improvement over competitors' small cars. Price in Canada fully equipped will be near \$2,000. The same 1.4 litre engine is used, but beefed up to 51 bhp with a C.R. of 8.0:1. Top speed is 80 and the car will average 30 mpg on mixed driving. A convertible is also available.



Hillman "Minx"

The Continental Mark II specifications we were unable to give last time are not available for publication according to a company spokesman.

Jaguar recently made an impressive showing at The Spa, Belgium. A Jaguar 'D' won the sports car race at 110 mph and the Touring Race was carried off by a 2.4 sedan driven by Paul Frere who averaged 96 mph. Needless to say, this model must have been equipped to 'C' specifications, which doesn't detract from this meritorious victory, as such alterations are allowed since they are available to all owners. The price of the 2.4 Sedan at port of entry in Canada is \$3,795 fully equipped. This car recently went up \$150 in the home market. Personal opinions of this outstanding machine will be coming along at a later date. For the present you'll have to be satisfied with this comment—the Jaguar 2.4 sedan is without doubt the finest mass produced car ever put into the hand of the public.

The little German Messerschmitt is now selling in Canada for \$1,100. This 3-wheeler gives you over 60 mph, a cruising speed of 45-50, top of 61, and seats two adults and one child. Our private favourite among these midgets is the little Italian designed, German built Isetta, so far not available in Canada.

It looks as if the current rows going on 'down-under' will prevent the Redex Round Australia trial occurring this year. Two organizations have organized two major rallies to take place on the same day and run in opposite directions!

Borgward Isabellas are being distributed in Canada from Calgary (!). Comments on this machine are also forthcoming. Basic price is at present \$2,570.



MARYLAND SERVICE

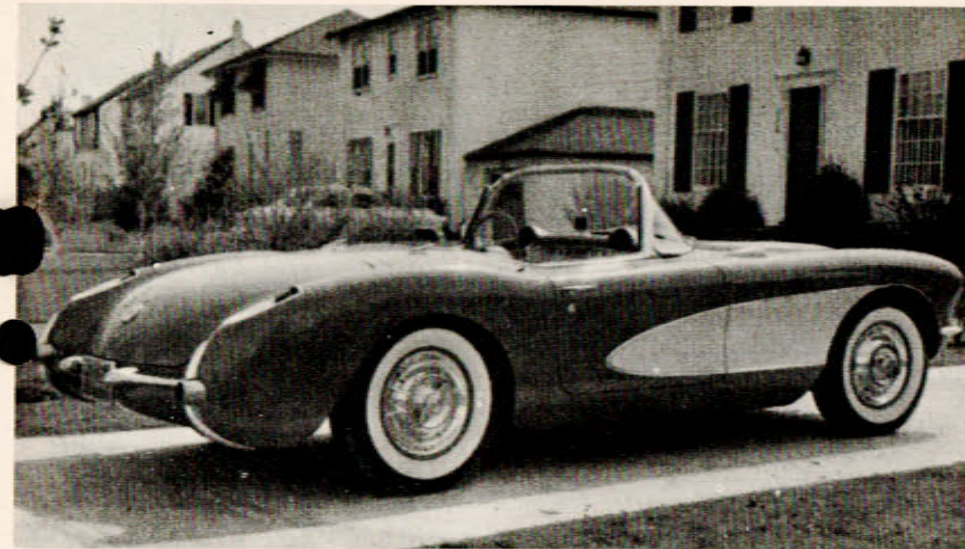
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TOM SMITH, Proprietor

LATEST ASTON-MARTIN

A new Aston-Martin DB3-S can now be had by the racing enthusiast, the time equipped with an interesting coupe body. The all aluminum body, personal design of David Brown, coupled to the 210 bhp engine gives road speed of 150 mph! If you'd like one for Christmas, just make out a cheque for \$10,000. General specs are similar to the open DB3-S.



... a good start has been made ...

DRIVING THE 1956 CHEVROLET CORVETTE

LET it be said at the very first that the Corvette, after taking a shellacking from the Thunderbird in sales last year, has now appeared as a car which will leave any land-borne T-bird grovelling in its rear wheel dust. Many people thought that the U.S. could come out with a world-beating sports car on the first try, because of their technical know-how and manufacturing technique. That was a dream, but a good start has been made and no doubt a further three or four years may see something of that calibre. For once we venture to say that this machine is an American sports car, and at the moment the only one.

If you want this car, don't be fooled by the advertising which states that this is a car for anybody. On the contrary, the Corvette is a sports car which takes a lot of muscle to drive. Besides, to give an inexperienced driver 225 hp tied up in such a potent package is just to ask for a quick funeral. The engine burbles to life at the first touch and with hydro-matic a gentle touch of the throttle sends you sinking back in the seats, then should you wish, the speed will continue to build up to well over the ton with no signs of panting breath. In town you'll get lots of exercise just

'TECH SPECS'

ENGINE

Bore and Stroke—3.75 x 3.00, 265 cu. in., developing 225 bhp at 5400 rpm, max torque 225 ft. lbs. at 3400 rpm, and using a 3.55:1 rear end. 11.9 lbs./per H.P. C.R. of 9.3:1 Basic weight, 2950 lbs, running on tires at 28 p.s.i.

GENERAL

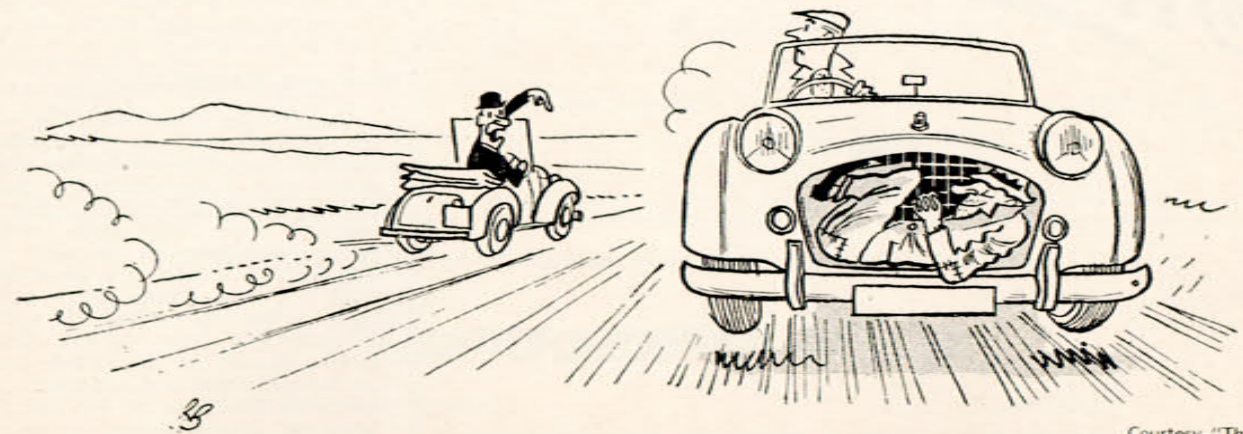
Wheelbase 102 in., overall length 168 in., overall width 71 in., height 51 in., turning circle 36.8 ft.

PERFORMANCE

Figures averaged from several other tests.
0-30 —3.5 secs.
0-60 —7.4 secs.
0-80 —12.3 secs.
0-100—19.6 secs.
S.S. ¼ mile—15.9 secs. and a finishing speed of 91.4 mph.
Basic Price in Canada \$4,500
Fully equipped \$6,200
Car provided through the courtesy of Mr. Harold Randle, Winnipeg.

moving the steering, but at speed this becomes delightfully light and accurate; perhaps a little dead in it's feel. For a pleasant change here is an American car with virtually no heel on corners or rough handling when going fast. Rough roads are comfortable but decidedly not in the bath-tub class. Wind noise is high unless the top is up, but cockpit turbulence is not excessive. Again we find our usual driving fault evident in the Corvette within a few miles—no arm rest for the driver. Incidentally, the automatic drive selector here is not the best and is inferior to the attractive stick available in the T-Bird. There is no latch, which tends to give the selector a spongy feeling and it appeared to chatter a trifle. And pray tell us, why can't G.M. offer an adjustable steering wheel on a car of this price class? A cruising speed need not be named, since it is anything you can do, or get away with; yet on long trips 'over six-footers' will have to massage stiff, cramped legs from time to time. So, all told the roadability of this car is first-class and that factor combined with nice firm brakes will enable any owner to dice, or race in a sports club without finishing with a red face.

(Continued on next page)

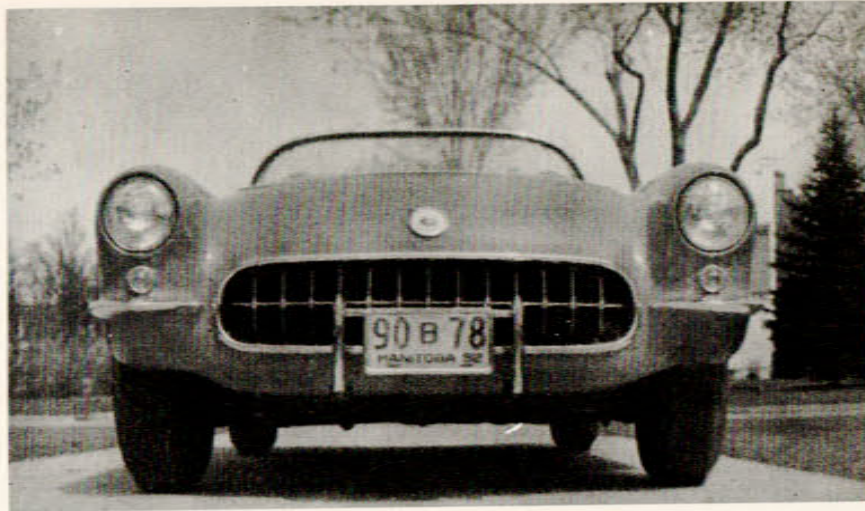


Courtesy "The Motor"

CHEVROLET CORVETTE

(From preceding page)

Personally, we still feel that the general idea of a mass-produced car being built of fibre-glass has to progress a deal further before it is an improvement on steel, despite the weight advantage. Body lines are better on the '56 Corvette, but all too much unsightly chrome is still in evidence, notably in the cockpit. If we must have chrome then let's see some substantial bumpers for the poor car, the present excuses are no protection at all. Furthermore, while getting practical let's do away with the phoney knock-off hubs and air-scoops, the car can sell well enough on its own merits without insulting it with such trappings. The rest of the equipment is inclusive in coverage and among the better items are multiple speed wipers without synchronized



... let us see some substantial bumpers ...



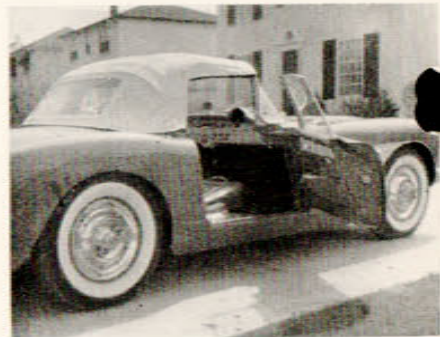
... the primary need is for a tachometer and speedometer side by side ...

washers. The small door knob release is ingenious but its operation needs smoothing out. The instruments are fine, yet again we see the influence of the family car used to disadvantage. The primary need is for two big dials—

tach and speedometer, side by side in front of the driver, not a dash designed to please a housewife's fancy. Before passing on, the owner mentioned to us that the attractive looking hard top is exceptionally snug at all times. We tried raising and lowering the complicated electric power top, but for the many movements involved, plus the fitting expense, we came to the conclusion that manual systems would be just as efficient. The seats are spacious and comfortable, but a little hard-sprung—might be due to the additional leather fitted by this owner.

For the technically minded, or those inclined towards home fiddling, this machine is hardly a dream. To begin with a complicated shielding mechanism is essential for radio operation and protection of nearby sets. This awkward mass has to be completely removed, before virtually any tuning can be started on the engine—hardly an en-

dearing point. The exhaust system is delicately suspended by too few supports in such a way that it always rattles unless modified. For the remaining points of interest on the car we may summarise by saying—the baggage space is adequate, we liked the flashing hand brake warning light, the hood that hinged at the front and the clean underside of the car.



... truly a sports car ...

All found we can not really do much else than congratulate the Chevrolet Company for managing in so short a time to produce a car from scratch which can be truly called a sports car despite the small shortcomings mentioned.

VW and KARMANN

Volkswagen have said there will be no changes in their models for the coming year. It is possible that all prices may drop within the next few months. Karmann have written us to mention that they agree with our recommendations on the Ghia Coupe, but that they are tied to a contract with VW and cannot make modifications themselves without VW authority. Nevertheless, they agreed that the power should be increased, bumpers be strengthened, and additional instruments be furnished on this car. So let's keep our fingers crossed for next year.

ENTERTAINMENT AND RECREATION

DRAMA CLUB

The results are official, and as has been reported in a past issue of Voxair, the Drama Club are the winners of the 14 Group Drama presentations for 1956. Our play, "Time Out for Ginger", took top honours as the best overall production. Marg Rose won the best supporting award. This is quite a feather in our caps and everyone connected with the Drama group should be congratulated for a job well done. Following are the official results:

- (1) Best overall production—Winnipeg—"Time Out for Ginger".
- (2) 2nd best production—Saskatoon—"See How They Run".
- (3) Best actress—Laura Edwards.
- (4) Best actor—Don Berner, Saskatoon.
- (5) Best supporting actress—Marg Rose, Winnipeg.
- (6) Best supporting actors—Jack Suttaby, Portage, H. Marment, Penhold.
- (7) Best set by LAC Mills.

The call will be going out soon for the fall season so keep in mind that we have a trophy and a name to uphold. Give your support and talents. Next year should be a big one with a Variety group forming as well as our Drama group!

STATION VARIETY SHOW

Plans are underway for the formation of a Variety Group on the station. Rehearsals will begin at the end of August, and the group will present a series of vaudeville shows during the fall and winter season.

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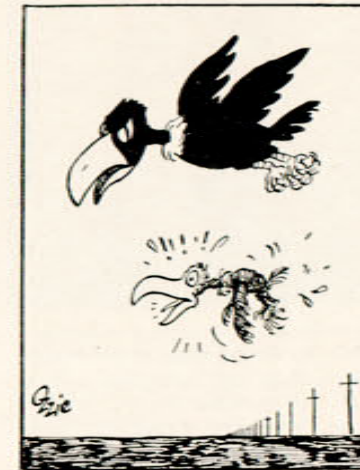
A. PRESKY, Proprietor

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AMATEUR RADIO CLUB

(From page 5)

In conclusion it was agreed by all participants that the field day was a great success and the comment heard so far is "Let's have a bigger and better one next year." Let's hope the future brings even more achievements in the way of the above activities.

NOTE: All personnel interested in radio as a hobby are invited to attend 3 CU ARC meetings which are held the second Wednesday of each month in Bldg. 2, Rm. 142 (Old GIS Bldg.) or revised dates which will appear in DRO's.

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"Stocky"

SOCCER



LAC B. Hossack

Some of the members of the powerful station Soccer team which, by virtue of a magnificent no-loss record since the start of the season, has clinched the championship in its division.

Back Row, left to right: A/P/O Terry Hayward, A/P/O Hodgson, LAC Pete Cattle, A/P/O Tony Baylee, A/P/O Pollard, LAC Tom O'Rafferty, LAC Pete Deveraux and F/S "Stocky" Stockdale (coach). Front Row, left to right: A/P/O Barry Palmer, Pete Roder, LAC Denny Staff, Sammy Saetherbakken, and A/P/O Bob Edmunds. Missing: A/P/Os "Tiny" Tew, Dave Sharpe, Mike Waldron, Walton, LACs Stan Bell, McArdle, and F/C Ken Moulder.

The score is mounting. It now stands at 8 wins and 0 losses. Last Wednesday evening our club came up against Bristols, and the final score read 12-3 in our favour. Denny Staff, at centre-forward, played a superlative game scoring 4 goals. "Tiny" Tew, at right half was also a standout. In fact, it is very difficult to pick out individuals, as the club all played exceptionally well. Dave Sharp, playing a wing forward spot, also scored four goals. Tom O'Rafferty on the half-line played a steady game. Our 'all star' goal keeper Hodgson, as usual, was the pick of the crop. This laddie has been touted for an all-star birth with the National League and is well deserving of the honour. He is good!

We played an exhibition match against the leaders of the Central League United Irish on Monday evening and were outlucked by a score of 3-2. A bad clearance by one of our backs caused the tie-breaking goal in our own nets. This was a real good game to watch. Irish are a good club, as their position on top of the league shows, and it is no disgrace to lose to them. We were without the services of "Tiny" Tew and Dave Sharp and

your reporter feels that with these two laddies we could have won. But as our English cousins say, we will "have another go" at them when we are at full strength, and see the outcome. It would be advisable for station personnel to keep their eyes on notice boards and come out to see their club operate. A very enjoyable 1½ hours can be spent cheering the club on to more victories.

Four of the team players were picked to represent the Manitoba

'All Star' Team against the National leaders on Saturday July 7, and it resulted in a very good and fast game which was enjoyed by a large number of spectators at Alexander Park. Pete Cattle and Dave Sharpe gave an outstanding performance in defence and Mike Waldron and Denny Staff made their presence felt in the forward line. The game resulted in a 0-0 draw with both goals escaping miraculously toward the close of play.

Another team member, Sammy Saetherbakken, our Norwegian 'Rocket', has been selected to represent the Rest-of-Europe side against the Great Britain side at Alexander Park Soccer Stadium on Saturday July 21. Denny Staff has also been selected for the Great Britain team along with "Tiny" Tew and Dave



LAC B. Hossack

UNITED IRISH

Back Row, left to right: J. Drennan, J. Boyd, T. Beggs, H. Barbour, D. Robson, A. McLean, L. Bedley, J. Stevenson, J. Beattie and H. Mawhinney. Front Row, left to right: C. Toth, D. Mohan, L. Stinson, W. McIntyre and W. Caldwell.

Sharpe. This match we understand is to be televised over CBWT at approximately 4 p.m.. The team's match average now stands at 4.1 per match with a total of 62 goals for and 15 against.

The draw for the Dominion F.A. Cup gave us a very attractive draw against Germania, the local National League side; this should prove a very good match indeed, so don't miss it. There is also a challenge match Exhibition game against the A.N.A.F. Scottish at

Alexander Soccer Stadium on August 4. This is an evening game, so you can bring the wife and kids, too.

SOFTBALL

The inter-section league is a success. Sixteen teams operating every day and evening make for plenty of fun for all concerned. The league is starting to level out now, the men separating themselves from the boys. Even the "old boys" the Sgt's mess, are out in full force and taking age into consideration are doing right well. The top clubs to date are:

- (1) New GIS—4 wins—0 losses—8 points.
- (2) Mitchell Repair—3 wins—1 loss—6 points.
- (3) Maint Services—3 wins—1 loss—6 points.
- (4) Applied Radio—2 wins—0 losses—4 points.
- (5) 14 Group—2 wins—0 losses—4 points.

The remainder of the clubs are well bunched and none of the top positions are safe.

The cadets have formed a league and are playing 3 nights a week with the incentive in mind that their winner can challenge the station league winners for the right to represent Winnipeg in the Group playdowns. The reports on this set-up are good and it should mean an excellent playoff and more important, an excellent representation from our unit.

The Sgts' Mess played Instrument and Electrical last week and were defeated. This is not a plug for the "Mess" but rather a pat on the back for Instrument and Electrical. They have a real good club and could go a long way. A good spirit plus players of better than average inter-section ability makes for a strong aggregation. Keep your eyes on "Two-inches" club. They're good.

BASEBALL

Our inter-section baseball league is well on its way. Interest is at a high level and play is improving every time out. From all reports, the teams plan on banding together to form a touring week-end club, which will be a lot of fun for all. Standings of the top 4 to date are:

- (1) AOS—3 wins—0 losses—6 points.

- (2) Armament System—3 wins—0 Losses—6 points.
- (3) Instrument—3 wins—2 losses—6 points.
- (4) Cpls Club—3 wins—2 losses—6 points.

ARCHERY

Our archery group is really going strong. Every Tuesday and Thursday evening and Sunday afternoon one can see our budding Robin Hoods out practising for the Group finals to be held at Stn Penhold on July 21. Any interested persons should contact WOII Learmonth or "Moe" Gilman, and start practice.

GOLF

F/L "Mike" Piercy reports continued excellent turnouts for our twice weekly tournaments held at Tuxedo. The scores are improving and the handicaps finally dropping down to where they should be. Some of the better scores to date have been: F/L Piercy 77, F/L Enns 80, Cpl Forth 82, and quite a few in the mid 80s. Not bad for Sunday golfers.

TRACK AND FIELD

Even if our local papers do not feel up to giving credit where credit is due, your faithful reporter does. In the annual Scottish games held at Sargent Park, our own F/O Ron Day pulled the upset of the season when he defeated the highly touted Smyth, a graduate of local track clubs, and a student of ULCA, in the hop step and jump. Ron also defeated all comers in the broad-jump, and was second in the discus and third in the javlin, for a real good day. His feats were overshadowed by Eric Coy of British Empire Games fame, a local who took firsts in all the weight events, but nevertheless Ron put up an ex-

ceptional show and should receive all the credit possible. This boy Smyth is attending ULCA on an athletic scholarship, for his hop-step and jump ability, and our boy sure did a job by defeating him. Congrats, Ron, and keep it up, as we want those points you and your club can give us for our Wire, Track and Field meet. While on the subject of the Wire meet, let's hope all you guys and dolls are practicing diligently. It would be nice to see the Training Command trophy in our trophy case.

SWIMMING

It has finally come to pass. No fooling, by the time my ardent readers are perusing this attempt at reporting we will be in our new swimming pool. No more of those long rides to town and then that long wait in line for lockers. All you will have to do now is drop over to the new Rec Centre and have a nice cooling swim. In the next issue there will be a schedule of times for open swimming. It is planned to have instructional classes, Red Cross and Royal Life Saving programmes plus children's and dependants' classes as well as free swimming for the masses. It has been a long time coming but the wait is now over. Keep in touch with your Rec Centre for the official opening and times for swim periods.

AIRWOMAN'S SOFTBALL

No stopping this female club of ours. Now that they are all decked out in their nice new uniforms our club is taking on all comers and doing right well. The last game against their counter-parts from Gimli was won by the locals by a score of 12-4.

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GRADUATING CLASS 5509 (A1)



Back Row, left to right: F/Cs Williams, Miller, Mahon, Atter, Dale and Holliday. Front Row, left to right: F/C Findlay, F/O Clark, F/O Kirby (Class Director), F/O Melville and F/C Daniels.

AND they did come from a place far off called Basic. And entering into a foreign land where natives wore strange headgear and lived in tin households, they were beset on all sides by many dangers. In their darkest hours came forth one of the tribe of Kirby whose name was Rip but he would neither guard nor arm them in their siege of the Evil One.

Know ye, that in this foreign land there was an evil monster akin to Cyclops whose great eye could see many things and did possess magic; and know ye also that this monster was wont to abide in an odd shaped bird called Mitchell; this be my romance for it is of the benighted eleven and how they conquered the Evil One.

Now the Evil One being of great cunning did have in his power a curse called Hand Control and yea in the heat of battle did pit this magic against one called Atter, and lo and behold Atter did reply in like manner and won the field by a greater magic called Lock-On.

From the land of Ottawa came a stranger of dark visage whose name was Barnabe who upon entering the fray would clamour his battle cry, "Up Fifty! Up Fifty!" for the Evil One had put a curse upon him and this curse was called Elevation.

And there was one named Clark who had done previous battle against the kind of the Evil One in a mysterious place called Limey Land and thus did

have much knowledge of him, and yet the Evil One's powers were many and in first battle did win over Clark but in the second and even greater joust Clark did best the monster.

And know ye that the minions of Spooft did have in their power a weapon called Fire-Axe and it was their wont to gain many scalps in war. Verily this was used with success against one called Dale, for the Evil One, using a stratagem called Gain Control, would cause Dale to pit his strength against the Spirit 'Altitude Line' and thereby give leave to the minions of Spooft to use Fire-Axe. And now know ye that Dale was henceforth called "BALDY".

So also did one named P. G. Daniels enter the battle and behold he did bring with him magic of his own make, and this was known as Flaps and Bombay doors. Thence it came to pass that in close combat with the Evil One P. G. would call his magic in raucous cries and in so doing he would gain great glory in the lists against the minions of Spooft called Logan.

And know ye also of one of foretongue named Holliday who did come from a far off place called Kipper Land and his stratagem against the Evil One was that of Confusion, for he would call out in his strange speech, and in stentorian notes, "Contact and Tally-Ho, Chaps", and thereby win the field.

Hear ye also of another called Kenmiller who in close combat with the Evil One would give vent to his cry of

"Buster", and would thereby spur his mount, yea even to the last hundred yards, and there give "Overshoot Port." And a minion of Spooft would with great wrath gainsay him to cry "You've killed us all", for such was the curse of the Evil One.

And one called Michael John did ride forth from the land of the Sault to pit his strength against the treacheries of the Evil One. But the minions of Spooft did have in their power a curse called Azimuth, which did defeat this great warrior in the first conflict, but Michael did overcome this curse and did best the monster on their second and greatest battle.

Know ye also that one called Melville did travel across the wide waters to match his knowledge and experience, that he did gain from doing battle with the Evil One's kin, against the cunning of the one-eyed monster. But many curses were placed upon Melville and it took great courage to continue his conquest.

And there came one from the lands which lie to the West and he was called Tex. This one showed great cunning and the minions of Spooft did make him keeper of bed clothes. His cunning did extend even to battles with the Evil One. Whereupon he would creep up on him a little at a time calling forth, "increase zero five — and again — and again." This had good effect and the one called Tex did obtain many great trophies in the battles with the Evil One, yea, even unto the second check.

And so it came to pass that the Evil One was sore pressed, and in desperation did call on a genie named Weave, and disguising him as Evasive did send him into the fray in his stead. And from the depths of a place called Pit rose one of mighty stature whose name was Williams, and they did meet on the plains of Minimum Range and lo, Williams, being of keen eye, did discern the ruse and called it Fighter Weave, and so did cower the genie and won much glory.

Now know ye the story of the eleven, and how they won the confidence and awe of the natives of this foreign land, who did bestow upon them their highest rank and title, and henceforth were known as Tigers.

COVER STORY

AW1 Ivy Hyslop of Halifax, N.S. caught by our photographer admiring the tropical plants in the city park conservatory.

Ivy is undergoing contact training in Winnipeg's safety equipment section.

Photo: LAC J. B. Smith

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JET PROVOST

(From page 11)

instrument panel and those for the sliding hood slide rearward out of the line of vision.

A gyro-magnetic G4F compass is also provided. Undercarriage operation is effected by push-buttons mounted adjacent to each throttle lever. A safety device, in the form of an electrically-operated lock, is incorporated to prevent inadvertent retraction when on the ground. A switch is provided adjacent to the push-buttons to override this lock in an emergency.

Engine throttle controls are duplicated and mounted to the left of each seat with the starting switches and fuel cock levers concentrated on the centre console. The single set of engine instruments are mainly grouped on the port side before the pupil.

Fuselage

The aircraft is constructed in metal throughout with a fuselage consisting of five jig-built sections. These comprise:—

- (1) Nose section, carrying the nose wheel unit and hinged nose cap.
- (2) Cockpit section.
- (3) Engine bay section.
- (4) Main rear section, which carries the jet pipe.
- (5) Tail section, which provides mountings for the tail unit components.

All sections are constructed of vertical pressed frames with four longérons, stringers and a stressed skin of alclad sheet.

The engine is mounted to two tubular steel, tripod-type mountings, which carry the two trunnion mountings on the engine. An accessory gearbox is mounted forward of the engine, and the engine is completely enclosed at the top by hinged panels secured by toggle-type fasteners.

Fuel System

Three crash-proof, bag-type fuel tanks are fitted in each main plane. The tanks are pressurized by air ducted from a heated ram air-intake; the three tanks in each main plane are interconnected. Provision is made for a fixed tank to be fitted to each wing tip. Incorporated in each inboard tank is an electrically-driven booster pump and fuel is delivered from these pumps, through a flow proportioner unit, a low-pressure fuel cock and a flow-meter to the engine. A fuel recuperator is also incorporated in the system which ensures an adequate supply of fuel to the engine under negative flight conditions.

Electrical and Hydraulic Systems

Power for the electrical services is supplied by a single, wide-speed-range generator, mounted on the engine-driven gearbox, which charges two 24-volt batteries located in the fuselage nose.

The hydraulic system is used to operate the landing gear, flaps and air brakes. Power is supplied by a Dowty 'live-line' pump, driven by the accessory gearbox, which also charges an accumulator. Pressure stored in the accumulator is used to speed up the operation of the air brakes and flaps. In the event of failure of the normal system, the landing gear may be lowered by a 'free-drop' system without the use of hydraulic pressure.

Radio

The radio equipment for RAF aircraft comprises:—

- (1) One 10-channel VHF transmitter/receiver with intercom facilities.
 - (2) One single-channel VHF transmitter-receiver standby set.
- Space is also provided for pilot-operated Rebecca-type Distance Measuring Equipment or a Radio Compass.

Servicing

Special attention has been given to servicing requirements and a quick turn around. Large numbers of easily removable access panels are provided for the rapid inspection of systems, controls, components and structure. Existing types of ground equipment are utilized wherever possible and the range of special tools required is very small indeed.

Armstrong Siddeley Viper ASV8 (1750 lb. thrust) Engine

The engine operating limitations at the 1,750 lb. (ASV.8) rating, when installed in an aircraft such as Jet Provost Mk.2 with the normal conditions of flight operation from sea level to a height of about 36,000 feet at speeds up to about 380 knots, are shown in the table at the foot of this page.

Structurally the Viper is a simple jet engine with a 7-stage axial flow compressor directly coupled to a single-

stage turbine. An annular combustion chamber of the well-tryed Armstrong Siddeley vaporising type is employed. The fuel system is designed to give fool-proof handling response under all conditions, an automatic acceleration (air/fuel ratio) control being incorporated to make it impossible to stall or surge the engine however rapid the throttle movement.

Tank Capacity

Fuel Tanks—
Total fuel (normal)164 gal.
Wing-tip tanks (each)..... 50 gal.
Oil Tank—
Oil14 pints

Hydraulic System

Operating pres.....1,000 lb. per sq. in.
Accumulator
inflation pres..... 600 lb. per sq. in.

Electrical System

Type...24-volt, single pole, earth return

Performance Summary

Stalling speed (clean;
all-up weight 5,900 lb.).....76 knots
Stalling speed (landing
configuration)64 knots
Rate of roll...155 deg./sec. at 300 knots

The present principal design limitations are:—

Maximum all-up weight (non-aerobatic; tip tanks full).....6,830

All-up weight (aerobatic; tip tanks empty).....6,000

All-up weight (aerobatic; tip tanks not fitted).....5,500

Maximum speed below 10,500380 knots I.A.S.

*Maximum Mach number above 10,500 0.7

Maximum speed—flaps at TAKE-OFF150 knots I.A.S.

Maximum speed—flaps DOWN125 knots I.A.S.

Maximum normal accelerations—
n¹=6.67g between 220 and 300 knots
n²=5g at 380 knots I.A.S.

*The aircraft has shown no compressibility effects at a Mach number of 0.8 at 26,000 feet and development is proceeding to reach the ultimate Mach number in order that compressibility effect can be demonstrated in the later stages of training.

Rating	Time Limit	RPM	Thrust (lb.)	Special Fuel Cons. (lb./hr./lb.)
Take-off	10 min.	13,800	1,750	1.12
Intermediate	30 min.	13,500	1,630	1.10
Max. continuous	Unrestricted	13,000	1,480	1.095
Approach	Unrestricted	8,000	360	1.6
Ground Idling	Unrestricted	5,500	140	2.75

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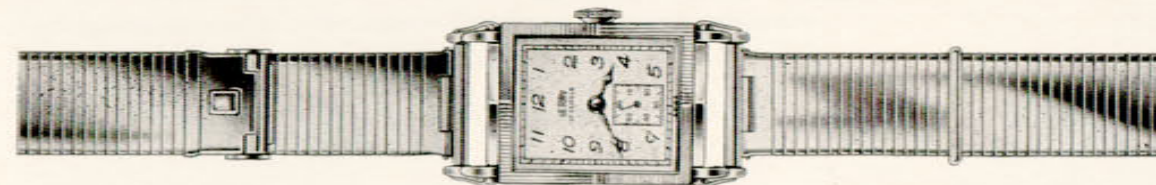


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Oxford House—Norway House

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