



PLANE FACTS  
See Page 32

# Hot air



AN AIRFORCE  
NEWSMAGAZINE

SEPTEMBER 30th, 1955

10c



# WHY PAY RENT!



## Buy a GLENDALE MOBILE HOME

For what you are now paying for rent, you could own a luxurious modern home on wheels. The ideal accommodation for service men and families.

It is equipped with combination studio couch, large double pane picture windows, full floor traverse, drapes, over-head mirror, door chimes, large Duotherm heater with automatic blower and under floor heating. Drop leaf table and chairs, double kitchen sink, frigidaire and a beautiful four burner propane gas stove with automatic oven. You also get a good sized bathroom including shower, bath and sink and, for the best sleep and more rest, you will find these comfortable beds with spring-filled mattresses the best investment you have ever made.

Built by Canadians for Canadians, for as little as 20% down, and as long as five years to pay the balance.

## H & C MOTORS

HEWLETT AND CHENNELLS  
1288 PORTAGE AVENUE, WINNIPEG 10, MANITOBA

# K. A. Powell (Canada) Ltd.

## GRAIN MERCHANTS

### MEMBERS

WINNIPEG GRAIN EXCHANGE  
CHICAGO BOARD OF TRADE  
NEW YORK PRODUCE EXCHANGE  
VANCOUVER GRAIN EXCHANGE

GRAIN EXCHANGE  
**WINNIPEG**  
MANITOBA

K. A. POWELL  
President  
W. T. POWELL  
Vice-President  
A. H. HAND  
Secretary-Treasurer  
Cable Address—HALCAR

# A Popular Winnipeg "Landmark"

MOORE'S TAXI . . . YOU SEE THEM EVERYWHERE ON THE CITY STREET, ALL OF THEM DOING AN OUTSTANDING JOB TRANSPORTING PATRONS, QUICKLY, SAFELY AND COMFORTABLY.

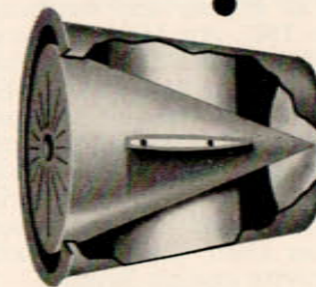
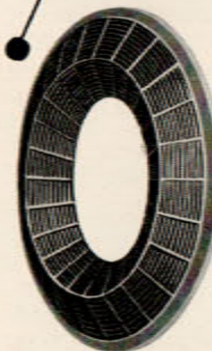
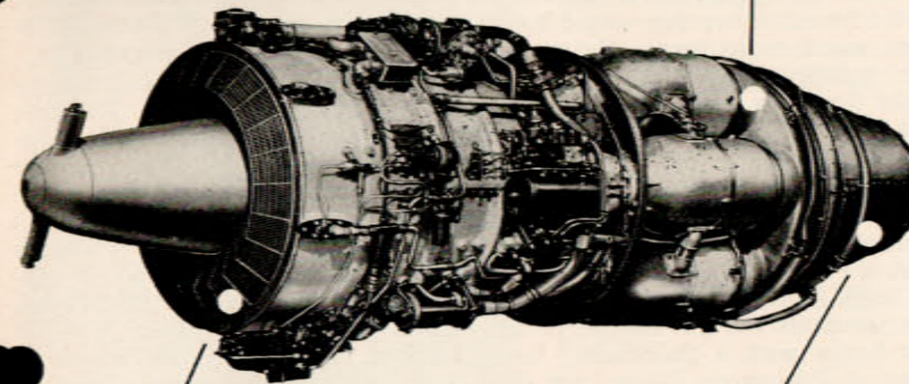
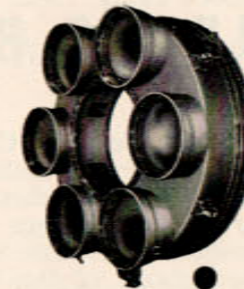
Call . . .



PHONE **92-3366** CORNER DONALD AT GRAHAM

WINNIPEG, MANITOBA

MACDONALD BROS.  
AIRCRAFT LIMITED  
manufacturers of  
TURBINE ENGINE  
COMPONENTS



The world famous ORENDA gas turbine engine embodies components manufactured by MacDonald Bros. This fully equipped plant with its highly developed production facilities continues to serve the aircraft industry.

*Bristol*

MACDONALD BROS.  
AIRCRAFT LIMITED,  
WINNIPEG.



• AN AIRFORCE NEWSMAGAZINE •

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

EDITOR  
F/O ROBERT GENNO

# CONTENTS

VOL. 4 NO. 12

September 30, 1955

	Page
Editorial	2
Battle of Britain Sunday	3
"Denmark"	4
News	8
Miss Hawaii	10
Bits and Pieces by Brit	12
Automobiles	14
Today in Sport	16
W.D.'s Report	18
Ghost Cars Are Un-Canadian	19
Voxair Vixen	21
Cover Story	24
Technical News	26
Plane Facts	32

### ASSOCIATE EDITORS:

F/L C. Cheshire, N/S Dorothy White, F/O E. P. McLoughlin, F/L Jack Leach, LAC Ron O'Byrne, LAW Marge Essex, F/O Sandy Ineson.

ART DIRECTOR: F/O W. W. FREDERICKSON  
CIRCULATION MANAGER: F/O L. SHUMKA  
ADVERTISING: F/O I. SCOTT, F/O A. L. AULD

### CONTRIBUTING EDITORS:

F/O Harry O'Hara, Lt. K. R. Cryderman, Dr. L. A. Glinz, F/O H. N. McMillan, Sgt. H. O'Byrne, F/O I. K. Wilson.

VOXAIR is published every third Friday with the kind permission of:

The Commanding Officer,  
Royal Canadian Air Force Station, Winnipeg,  
Stevenson Field, Winnipeg, Manitoba.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscription postpaid anywhere: 1 year, \$1.50; 2 years, \$2.75; 5 years, \$6.50.

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

Authorized Second Class Matter P.O. Dept., Ottawa  
EDITORIAL OFFICES: Phone 83-1311 — Local 216  
Printed by The Wallingford Press, 303 Kennedy St., Winnipeg, Man.

# EDITORIAL

## THE BATTLE OF BRITAIN

In the early summer of 1940 the eyes of the world were focussed upon the narrow strip of water separating Great Britain from the continent of Europe. To all men who believed in democracy, in freedom, truth, justice and human decency, that narrow channel represented the last barrier against the forces of a new power of darkness that was threatening Christian civilization. Poland had been crushed, Norway and Denmark had fallen; the Netherlands, Belgium, Luxembourg and France had been overwhelmed by Hitler's Nazis. Mussolini's Italy had snatched at the opportunity to enter the war in hope of securing some of the victor's spoils. From North Cape to the Pyrenees the victorious might of Nazidom was arrayed, facing westward toward the only opponent remaining in the lists—Britain, the Dominions and the Empire. The next few weeks would witness a trial of strength upon which the cause of human freedom depended. What was freedom's order of Battle? The Royal Navy—which would operate at a decided disadvantage in such restricted waters; the British Army—now sadly handicapped by the loss of much of its equipment; the Royal Air Force—outnumbered by the great air fleets of the Luftwaffe; the innate qualities of the British people, epitomized in one of the greatest leaders in the long history of that people.

Control of the air was the essential prerequisite to success in the Battle of Britain. If the Luftwaffe could win and retain control over the Strait and Channel long enough to permit the invasion fleets to cross and gain a beach-head, Britain might well follow in the list of Nazi conquests. It was upon the Royal Air Force then, and particularly upon Fighter Command, that the heavy responsibility rested of being Britain's first line of defence against invasion. Were the fifty squadrons of Hurricanes and

Spitfires equal to the task? Could David again overthrow Goliath? There was one hopeful indication, although its full significance was little appreciated at the time. Over Dunkirk the fighters of the RAF had come to grips with the Luftwaffe and had taken a heavy toll. Without the fighter cover the story of the Dunkirk beaches would have been much more tragic. But could our squadrons, exhausted by the great demands made upon them in the Battle of France, meet this new challenge?

France fell on June 17th; the next day Prime Minister Churchill warned the House of Commons that the Battle of Britain was about to begin. It is difficult to assign precise dates for the Battle. It did not begin with a thundering barrage at H-hour on D-day, nor did it end at any specific hour or day. In one sense the Battle started with the fall of France and continued well into 1941. Air Ministry, however, had accepted the dates July 10th and October 31st, 1940, as being the most convenient to mark the opening and termination of the Battle. Although the selection has, of necessity, been somewhat arbitrary, the period between these dates does cover the major Luftwaffe activity against Britain.

Before the Battle began there was an interval of several weeks, a breathing spell during which the Luftwaffe rested from its arduous six-weeks' blitzkrieg, moved forward to new bases in the Low Countries and Northern France, collected replacements of aircraft and personnel, organized lines of communication and gathered all the varied supplies of bombs, ammunition, fuel, spares and equipment necessary for the best campaign. The Wehrmacht, too, was making preparations, moving up troops and supplies and collecting barges for the invasion fleet. The Luftwaffe's preparations required six or seven weeks for completion;

but before the full-scale assault could be launched there was some preliminary skirmishing over the Channel in which small forces bombed Portsmouth and coastal convoys. On July 10th a sudden quickening was evident in these activities; two formations of 150 aircraft, the largest force yet used, attacked a convoy off Dover. The Battle of Britain had begun.

The contest that followed can be divided into three phases. The first covering approximately forty days (July 10th to August 18th) was the period during which Germany sought to overwhelm Britain's fighter defences by heavy attacks on coastal shipping, harbours, airfields, radio location stations and aircraft factories. This period reached its climax in the ten days August 8th to 18th, when the German Air Force, its preparations now completed, launched a series of mass attacks on a wide front in a supreme effort to eliminate our fighter squadrons and open the way for invasion. Fighter Command was called upon for intensive efforts on a scale greater than at any other time in the Battle. But Goering's effort failed. Air supremacy over the Channel and Strait was not achieved. Far from exhausting our fighter forces the Luftwaffe itself suffered crippling losses and had to change its tactics.

After five days' respite (August 19th to 23rd), the second phase began, with London the chief objective for great formations of bombers escorted by swarms of fighters. This was the climax of the air battle and was probably intended by the Nazis to be the prelude to the actual invasion. The preparations for the land battle appeared to be complete and Hitler issued his solemn warning, "We shall come." For five weeks (August 24th to September 27th) the ordeal of London continued, rising to a peak on September 15th when the

(Continued on Page 25)

# RCAF WINNIPEG HONOURS FALLEN COMRADES

## BATTLE OF BRITAIN SUNDAY,

SEPTEMBER 18, 1955



Top left (anti-clockwise):

The firing party firing a salute.

The Reviewing Party with his Honour the Lieutenant-Governor of Manitoba J. S. McDiarmid in front.

Members of 500 Wing RCAF Association after laying their wreath at the Cenotaph. Centre is Mr. Earl Carlyle, 2nd vice-president.

Honourable J. S. McDiarmid and his aide before the Cenotaph immediately after laying the wreath.

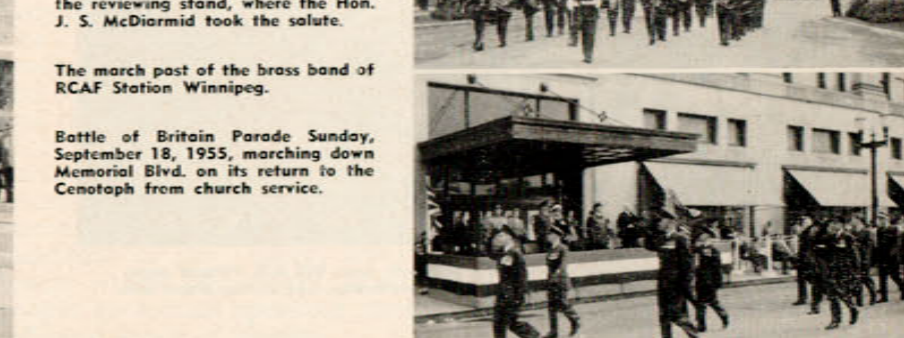
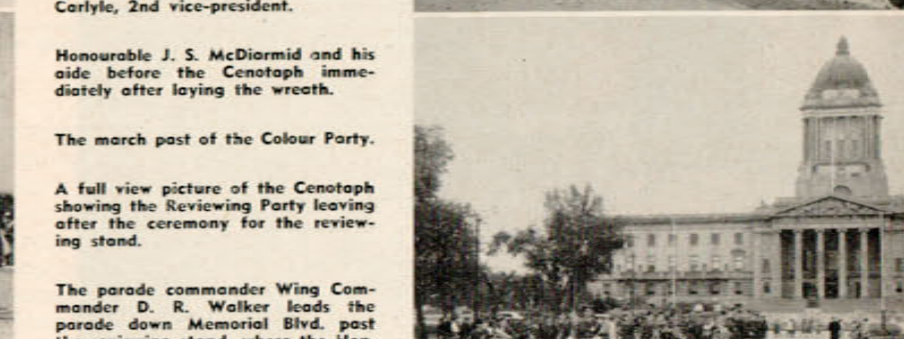
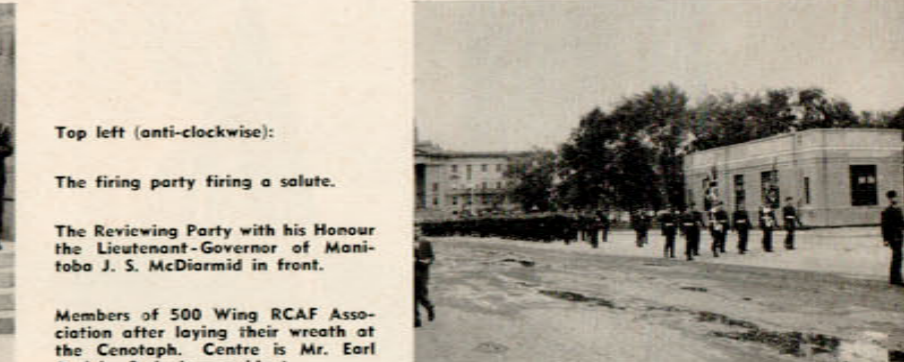
The march past of the Colour Party.

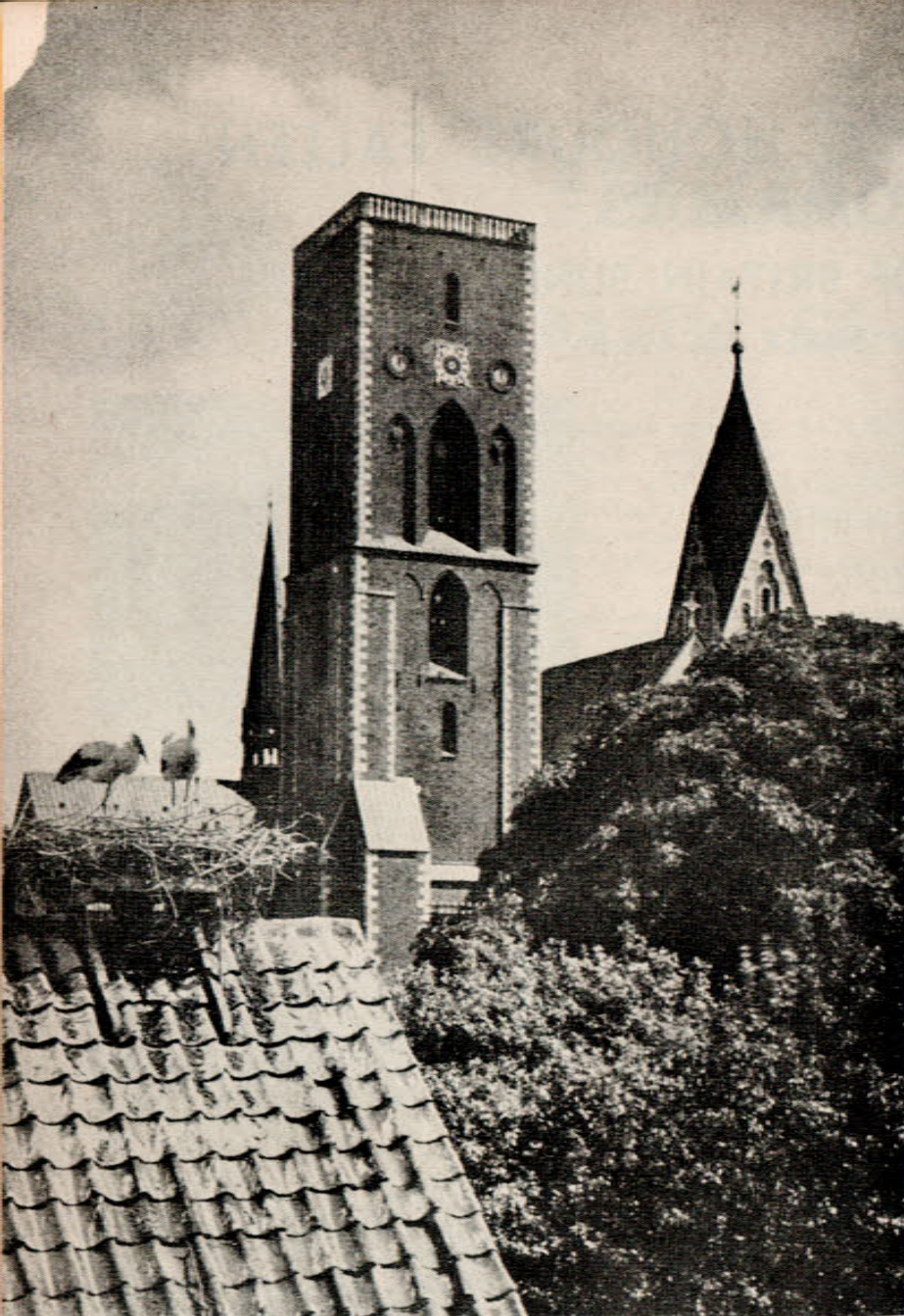
A full view picture of the Cenotaph showing the Reviewing Party leaving after the ceremony for the reviewing stand.

The parade commander Wing Commander D. R. Walker leads the parade down Memorial Blvd. past the reviewing stand, where the Hon. J. S. McDiarmid took the salute.

The march past of the brass band of RCAF Station Winnipeg.

Battle of Britain Parade Sunday, September 18, 1955, marching down Memorial Blvd. on its return to the Cenotaph from church service.





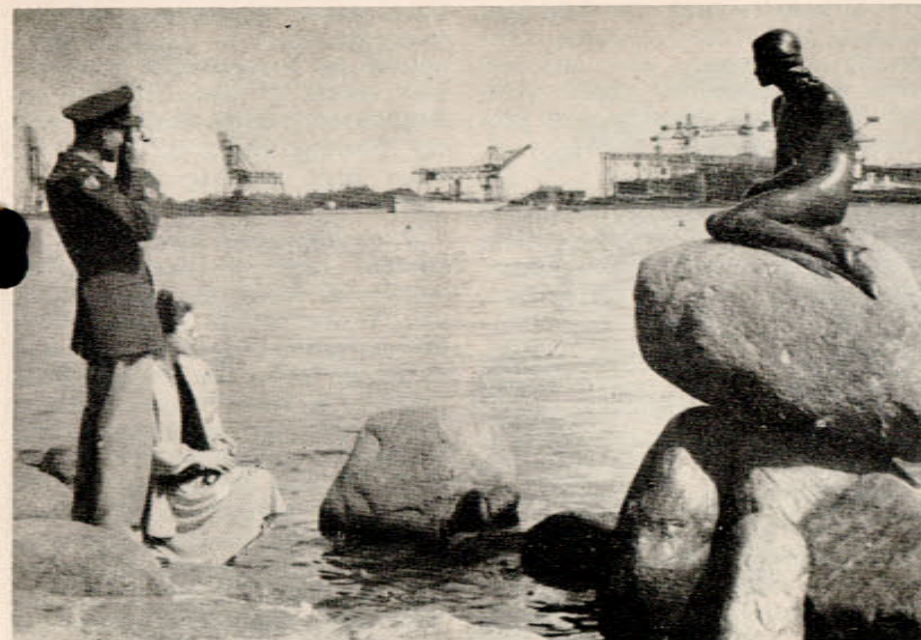
Stork's nest at Ribe, oldest town in Denmark and a bishopric since 948 A.D. Present population about 7,000. The tower and spire are part of the cathedral, one of the oldest and finest in Scandinavia.

**DENMARK** is one of the Scandinavian countries. It's a kingdom like Norway and Sweden. These three countries co-operate in a great many fields but are separate, independent nations. Their languages have the same ancient root but are today different. In a sense, their people speak the same language, however, for they understand one another's tongue, and they have a common culture and common ideals of freedom and justice.

# D E N M A R K

By

NURSING SISTER DOROTHY WHITE



Statue of the Little Mermaid—inspired by Hans Christian Andersen's story—poised on a rock at the entrance to Copenhagen harbor. Most photographed model in Denmark. Here an American soldier takes his shot.

THE country is governed by a parliament (Folketing) under the leadership of His Majesty King Frederick the Ninth. The government is a democracy, consisting of many parties: Democrats, Conservative, Farming Party, Radicals, who each send their representatives to the Parliament. The King, with limitations stipulated in the Constitution, is the supreme authority in all affairs of the Kingdom and exercises this authority through his ministers, who are responsible for the government of the country. The King appoints and dismisses the Prime Minister and the other ministers.

The Folketing consists of one House of about 179 members, including two from the Faroe Islands and two from Greenland. Franchise to the Folketing is given to every man and woman who is a Danish citizen, 23 years of age, and domiciled in Denmark. Every voter who has not been sentenced for an act making him unworthy of being a member is eligible for election to the Folketing.

Denmark consists of Jutland as well as 500 islands, most of which are kept apart by bridges. It is low-lying—from approximately four feet below sea level to 570 feet above sea level.

It makes up for being low by being beautiful! There are broad

streams and blue lakes above the country, idyllic fjords, beaches where water laps the white sand, unexpected cliffs; there are stretches of moorland so flat that you stop believing the world is round, dunes with masses of sand almost indistinguishable from a sample of African desert, damp rich marshes, woods with pale green beeches and picnic baskets, and Rebild's heather-covered hills and dales. Dotted above, amongst it all, are the thousands of gardens surrounding thousands of small white farms, and ancient parks surrounding ancient castles. There are hundreds of gay, queer, amusing towns where gay, queer, amusing people go around speaking twenty different kinds of Danish.

The most important factor in a Dane's life is farming, as it is the biggest export. The products are butter, cheese, and eggs, which are sent mainly to England, Germany and the United States. Silver, porcelain, and oysters are also exported. The money received from export buys raw materials for industries, such as coal, oil, iron, copper, and particular metals. Industries consist of machinery and ship building, as well as those which produce cement and bricks for houses. Denmark has irritated many a husband by producing more mink than any other country in Europe. Many of the industries

are quite new, and are financed by the "Marshall Plan."

The myth that the Danes eat too much arises partly from the fact that they do eat too much and partly because visitors from abroad are a welcome excuse for bringing out the very best they have. Smørebød is a national dish and is concocted on a foundation of Franskbrød (white bread), Sigtebrød (light rye bread), or Rugbrød (dark rye bread). Danish beer and Snaps are both national drinks, and polene (fish) is both plentiful and excellent in Denmark. Game and venison are abundant in the winter season. A few of the Danish specialties are "Kogt Torsh" (boiled cod), "Stegt Aal" (fried eel), "Øllebrød" (beer soup), and different kinds of porridges.

Only half the food is ever eaten, after which the family proceeds to live on the left-overs for the next few days. Guests are always expected to eat up what they have taken on their plates.

In Denmark, education is the foundation of culture and democracy. There is a primary school

(Continued on Next Page)



Most house-building in Denmark is assisted by some form of State loan. A block like this will be built by a housing association. Local governments also build houses and private builders can obtain Government loans within limits. Legislation helps persons who wish to build themselves a small home to get favourable financial terms.

## DENMARK

(Continued from previous page)

for all children between the ages of seven and eleven. Then a test is given to separate those children whom their teachers consider fit to complete their education in the Intermediate School from those who ought to continue and leave school at the age of 14 or 15. The Intermediate School is similar to a Junior High School.

After graduation from Intermediate School, there is available a one year Real Class, graduation from which qualifies the student for some professional course and certain civil service jobs. For those who have demonstrated that they have benefitted from the extended education, there is a three year Gymnasium course, a Senior High School, ending with an exam which qualifies the student for university entrance or entrance to a science college. The Gymnasium course has three branches—classical languages, modern languages, and mathematics and natural science. From elementary school through university, education is free or practically so.

On graduating from the Gymnasium, the Danish student does not go to "college." The training he has received in the Gym roughly includes the equivalent of the first two years of an Arts course. Thus the student entering university be-

gins at once to study the field that is going to be his profession. University education is free, and lectures are open to the public without charge and regardless of previous training.

There are in Denmark over 300 technical schools and some 120 commercial schools for apprentices in handicrafts, stores, and offices. There are also 26 agricultural schools.

All religions are tolerated, but the King must be a Lutheran. Although many Christians, Buddhists, and Moslems live there, the majority of the population are Lutherans. The Church is under the direction of the government.

From ancient times, Denmark has experienced a rich flow of cultural movements. The old Nordic folk had a keen sense of the beauties of life, and many of their literary and artistic works leave deep impressions on our minds. There are the Station Radio Symphony Orchestra—the largest in Northern Europe, having 92 members; the Royal Theatre; the Royal Danish ballet; the Kronborg Castle near Elsinore of "Hamlet" fame; and Hans Christian Andersen, which all bring fame to Denmark.

The Danish people are extremely sports-minded. The National Union of Sports Clubs, the central organization and supreme authority of all Danish sports, has about 700,000 members. Soccer is Denmark's na-

tional game, but internationally her strongest sport is aquatics, as is natural for a population with such easy access to lakes and the sea. Badminton, tennis, handball, archery, fencing, and road cycling are other high ranking international sports.

It is compulsory for every young Danish man to serve sixteen months in one of the services. His pay is two dollars a week. Pilots and navigators sign for five years in the air force. The final organization of the armed forces has been determined in accordance with Denmark's obligations as a member of the UN and NATO. Her military efforts now greatly exceed those of pre-war days in size, technical equipment, and length of compulsory service. Military aerodromes have been established whose personnel are partly trained in Canada. The navy has been provided with a large number of small units suitable for operations in Danish waters, and has yards ship building and repairs. The Danish aircraft repair shops are used to a great extent in the controlling and making ready for commission of jet fighters for other European countries. Thus much is done to ensure the defence of Denmark under the auspices of NATO. It may also be noted that Denmark has taken part in the occupation of Germany.

At present, twenty students from the Royal Danish Air Force are studying navigation at RCAF Station Winnipeg.



### SEE FOR YOURSELF

How you live better for less. No extras to buy. Your Mobile Home is completely furnished and equipped, ready to live in. These comfortable, easy-to-own Mobile Homes are the biggest living values of the year. In most cases what you have been paying for rent will cover the payments on your Mobile Home.

## CAPITAL COAL CO. LTD.

PEMBINA HIGHWAY AT MULVEY  
WINNIPEG, MANITOBA

Telephone 42-8645

Distributors for Canadian General — Pacemaker —  
Safeway — Northland — American — Mid-States  
Corporation



# NEXT TIME — EVERYTIME MAKE IT DREWRY'S DRY

STILL THE BEST — FOR YOU

# DREWRY'S DRY GINGER ALE

CRYSTAL SODA — LIME RICKEY — TOM COLLINS — LEMON - LIME



Edited by F/O SANDY IONSON

A fanatic is one who can't change his mind and won't change the subject.

**"Strauss Reports Atom Talks Show U.S. Leads Soviet"**

DENVER—Lewis L. Strauss, Chairman of the Atomic Energy Commission, gave high praise to the quality of Russian science and he cautioned that the United States is falling behind the Soviet Union and the demands of the atomic age in the development of scientists and engineers. Later, at a new conference, Mr. Strauss, just back from the Geneva International Conference on Peaceful Uses of Atomic Energy, said that the most important achievement of the conference was its President's atoms-for-peace program, creation of an international faith in the "If there was an skepticism before the conference as to whether the atoms-for-peace program was a real living thing, this conference ended that," he said.

**"AMERICAN BEAUTY"**



ALLISON HAYES



Pictured here in Piccadilly Circus is P/O Joyce McKay, of Winnipeg, with P/O R. G. Taylor, Stratford, Ont. (right), and F/C N. K. Sherman, Kingston, Ont. (left). Many will remember Joyce from her tour of duty in the RCAF Station Winnipeg Orderly Room during the summer of 1954.

**"Europe Likes Our Troops Says Bishop"**

EDMONTON—Tribute was paid to Canada's fighting men overseas at a session of the General Synod of the Anglican Church of Canada. Bishop I. A. Norris, of Brandon, who returned recently from a tour of Army and Air Force bases in Europe, said: "Because those people have lived in Germany and France the name of Canada stands as high there as that of any country." Bishop Norris was critical of press and radio reports of incidents involving Canadian troops in Germany. "So often these incidents are written up and as a result many people in Canada think terrible conditions arise among those serving overseas," he said. "My experience is entirely to the contrary."

**"Secret Avro Aircraft Breaks Sound Barrier During Miniature Tests"**

TORONTO — Canada's hush-hush delta-wing interceptor, the Malton-designed Avro CF-105, has already penetrated the upper atmosphere. The prototype CF-105, a fighter the size of several contemporary transports, is not expected to make its maiden flight until late next year. If it measures up to expectations, it will succeed the Avro CF-100 in RCAF home defence squadrons. In the meantime, its designer and builder, Avro Canada Ltd. is anxious to obtain as much pre-flight data as possible as a guide to the test of engineers which are constantly striving to improve its flying characteristics.

Happiness is a tear wiped away, a smile made to appear, a child to whom one has given life, an old man who has been consoled.

**"Armistice Group Cut For Korea"**

PANMUNJOM—The Korean Mixed Armistice Commission agreed to reduce the size and number of the Neutral Nations Supervisory teams in North and South Korea. Sweden and Switzerland proposed the reduction. They complained they were blocked from effectively checking complaints of truce violations in the Communist North. Under the cut, which went into effect about Sept. 5: (1) The number of ports of entry now subject to inspection will be reduced from 10 to 6—3 each in North and South Korea; (2) The number of countries will be reduced from 5 to 3 and team membership of 12 to 14 men each will be slashed by half.

**"Israel Asks U.N. to Study Air Rules"**

UNITED NATIONS—The Israeli proposal was made in the form of a request that the problem be placed on the debate agenda of the U.N. General Assembly session, which opened Sept. 20. The request suggested that the Assembly order U.N. Secretary-General Dag Hammarskjold to make a full-fledged study of "the question of the safety of commercial aircraft flying in the vicinity of or inadvertently crossing international frontiers."

Shown here are (l. to r.): Mr. Jack Munro, Assistant Manager of the Metropolitan Theatre, Wing Commander D. R. Walker, OC 2 Air Navigation School, and Mr. George Davies, Production Manager of Radio Station CJOB. The occasion was the opening of the film "The Dam Busters" at the Metropolitan last month. In the picture Wing Commander Walker discusses the film with Mr. Munro and Mr. Davies.



**"Transfer"**

WINNIPEG—Wing Cmdr. Larry A. Hall, 32, of Montreal, has been appointed to the staff of RCAF Pilot Weapons School at Macdonald, Man., effective August 12. Wing Cmdr. Hall was formerly Chief Administrative Officer of RCAF Station, St. Hubert, Quen.

**"New Engine Development"**

OTTAWA—A sparkling new engine development to take jet fighters more rapidly to the altitude of attacking bombers and improve their performance at supersonic speeds has been proudly reported by the National Aeronautical Establishment. It is the result of four years' work. It has been tried in flight by RCAF test pilots at Uplands. Last month F/O Alan Arnold, of Toronto, slipped low over the runway with normal engine power, then stood the plane on its tail to climb like an arrow in demonstrating the power given by the new equipment.

**BRAVERY OF SCOUT NEIL THRASHER**



Shown above is Group Captain G. F. Jacobsen, Commanding Officer of RCAF Station Winnipeg, pinning the Scout Bronze Cross on Mrs. Charles Thrasher, wife of Flight Lieutenant Charles Thrasher (extreme left). The presentation was made by Group Captain Jacobsen on behalf of the Right Honourable Vincent Massey, the Chief Scout of Canada. The posthumous award of the Scout Bronze Cross was made to the late Boy Scout Neil Thrasher with the following citation: "Late Scout Ted Neil Thrasher, 82nd Winnipeg Troop, Manitoba, in his gallant attempt to save his brother, David, from drowning at the expense of his own life."

Attending the special ceremony, which took place last month at the RCAF Station, were representatives of the Boy Scouts Association, Mr. W. E. Hardiman (extreme right), Provincial Commissioner; Mr. G. E. Turley (second from the right), Assistant District Commissioner for Assiniboine; and Mr. J. C. Harwood, Executive Commissioner. Following the ceremony there was a march past, with Group Captain taking the salute.

**"First Jet Fighter Crews Graduate at Cold Lake"**

COLD LAKE—The first CF-100 all-weather fighter crews to train at the big Cold Lake jet base, 160 miles northwest of Edmonton, graduated recently. A parade in the afternoon with Group Capt. H. R. C. Stovel, of Winnipeg, commanding officer of Cold Lake, presenting graduation certificates wound up 3½ months of intensive flying and ground training for the pilots and navigator-radar operators. The crews now will be posted to CF-100 fighter squadrons of Air Defence Command across Canada.

**"Britain Is Uneasy Over Middle East"**

LONDON — Diplomats believe that the increase in the aggressive nationalism in both Egypt and Israel could lead to a situation that would endanger peace in the Middle East. This would be especially dangerous coming in the midst of France's struggle with Arab nationalism in Algeria and Morocco, these sources said. These developments would not loom so important were it not for the high standard of the Israeli Army and Air Force and the influence of its leaders on policy. This standard is being steadily raised.

(Continued on Page 22)



Photos by Frederickson

By SANDY IONSON

A wind-swept tarmac and an overcast sky greeted Miss Hawaii when she stepped from a North-West Orient Airlines plane at Stevenson Field last September 15. In spite of the unfavourable weather, Miss Hawaii, who is Barbara Mamo Vieira in private life, met, with a sparkling smile, the local newsmen and Chamber of Commerce officials who were on hand to welcome her to Winnipeg. Dressed in a gay sarong with a lei about her neck she posed patiently for photographers, but returned with evident relief to the protection of her coat when pictures were completed.

In an interview with VOXAIR, Miss Vieira stated that the recent beauty contest, in which she won the Hawaiian crown, was her first experience in such events. In her native Honolulu Barbara works as a model and a hula dancer, and despite obvious qualifications for the former it is the latter that she finds the more appealing. She has been dancing since childhood, and one of her ambitions is to become a teacher of the hula dance. When asked for her impressions of North America, Barbara replied, "It is very nice but it is all so big—so vast. Now on the Island," she continued, with growing warmth in her striking brown eyes, "everything is so near and convenient, and I do like it much better." Homesickness, she said, bothered her at first. When asked for whom she was homesick she replied, "Not who, what—the Island, of course." With this information the reply to the question on marriage was not unexpected. "Maybe," she said, "but not for a very long time."

All North American points serviced by North-West Orient Airlines, sponsors of the Miss Hawaii tour, were visited on this trip. The airline, whose flights provide a daily service to Honolulu, promoted the tour to focus attention on the vacationland Islands of Hawaii. On her journey Miss Vieira was accompanied by Miss Marilyn Krogfoss, and while in Winnipeg, Mr. G. B. Farrow, local manager for North-West, was in charge of the party.



MISS  
BARBARA  
MAMO VIEIRA



←BLACK  
←BROWN  
  
←36"  
  
←24"  
  
←36"  
  
5'8"  
  
22 Yrs.

**VOXAIR  
WELCOMES  
MISS HAWAII  
TO  
WINNIPEG**

**NHA HOMES — 2, 3, 4 BEDROOMS**  
**SILVER HEIGHTS DEVELOPMENT**  
 Low Cash Payments  
 1 ROWAND AVE. ST. JAMES MANITOBA TELEPHONE 83-1811  
 Evenings: 123 Bruce Avenue, Telephone 83-2459

**AMPLE CUSTOMER  
PARKING**

*Silver  
Heights*

**SILVER HEIGHTS  
PHARMACY**  
 YOUR REXALL STORE  
 Designed to Meet  
 The Shopping requirements of a fast growing  
 community  
 JOHN A. MAINELLA, Prop.  
 PHONE 83-1825 WE DELIVER

*Shopping  
Centre*

**SILVER HEIGHTS  
ESSO SERVICE**  
  
 Open Day & Night  
 Portage & Mount Royal Road  
 ST. JAMES, MAN.  
 PHONE 83-3903

930 NOTRE DAME  
WINNIPEG  
 2285 PORTAGE AVE.  
SILVER HEIGHTS  
**SERV-WELL**  
 SUPER MARKETS  
 Winnipeg's Largest Independent Food Stores  
 We offer a large selection of goods at competitive  
 prices. Guaranteed Meats and Produce.  
 Free Delivery Service with Orders \$5.00 or Over.  
 Phone 83-1309

**SILVER HEIGHTS DEVELOPMENT CORPORATION**  
*F. R. Lout & Son Limited*  
 WINNIPEG, MANITOBA



**John Roddy** LTD.

- UNIFORMS
  - BATES HATS
  - AQUASCUTUM & CROYDON RAIN COATS
  - ARROW SHIRTS
- THE OFFICERS' SHOP**

PORTAGE NEAR KENNEDY  
WINNIPEG, MANITOBA

# BITS and PIECES

By "BRIT"

We spent a lazy half-hour in the new site barber shop yesterday casually revising the UN charter, buying new aircraft for the RCAF by the hundreds and, incidentally, doubling our pay, vilely and good-naturedly slandering the brass, tearing apart the latest promotion policy, and all sorts of other valuable duties, on air force time. One of the ardent "hate it here" types that are seen everywhere came in chuckling to report the fifth straight loss for the Blue Bombers in league play this year. Being unimaginative, as those around us have observed for years, we politely inquired as to the nature and origin of his unbounded good spirits. He doesn't like Winnipeg. He hates Winnipeg. He dislikes existence in Winnipeg to such a degree that he has gone so far as to contemplate self-destruction. Waxing lyrical he continued: "It's hot; it's dry; it's inflated with super-heated ego; it's the rear-end of the prairies; it's a dusty, monotonous tribute to man's poor taste." And here we were, sitting in the middle of all this social significance, and didn't even know it.

\* \* \*

Regarding the outburst from our garrulous friend, we did a little snooping about the Blue Bombers and came up with the following facts:

- FACT: The Bombers lost two pre-season exhibition games and five league games, in a row.
- FACT: The players are unhappy.
- FACT: The executive are unhappy.
- FACT: The fans are unhappy.
- FACT: The coach is kind of annoyed.
- FACT: If there is not an immediate and drastic change in the performance of fact two, fact two will cease its immediate function, as such, on the authority of fact five.
- FACT: If there is not an immediate and drastic change in the performance of fact two, fact five will cease its immediate function, as such, on the authority of fact three.
- FACT: Unless somebody does something soon, someone will get lynched, especially west coasters.

It would seem reasonably certain that most of the Winnipeg citizenry have an active, and in some cases zealous, interest in the Blue Bombers and are vitally interested in their welfare. We have only one more question regarding the Blue Bombers. What do they do?

\* \* \*

PARTICLES: There seems to be a plot afoot to have everyone change telephone numbers the day after we find out what they are. Wonder if we could get an injunction? . . . Read an article saying the RCAF was desperate for aircrew recruits and junior Officers. They are looking for "responsible young men to be the backbone of Canada's future." According to all the politicians, we're Canada's future now, at least that's the story we got last election time. . . . The boys say, "Have a beer"; the wife says, "Get home early"; the kids say, "Buy something"; the bank says, "Save your money"; the neighbour says, "Go to the mountains"; the relatives say, "Go to the shore"; Stukus says, "Beat everybody"; Sherman says, "Beat anybody." A man could go crazy if he did everything he was told. Sure is nice to have a time and place just to sit back and relax—trouble is, it's usually about then the CO does his inspection. . . . Overheard on the flightline: Sgt., "LAC Mumbles, hurry up and get those seats in that aircraft." Mumbles

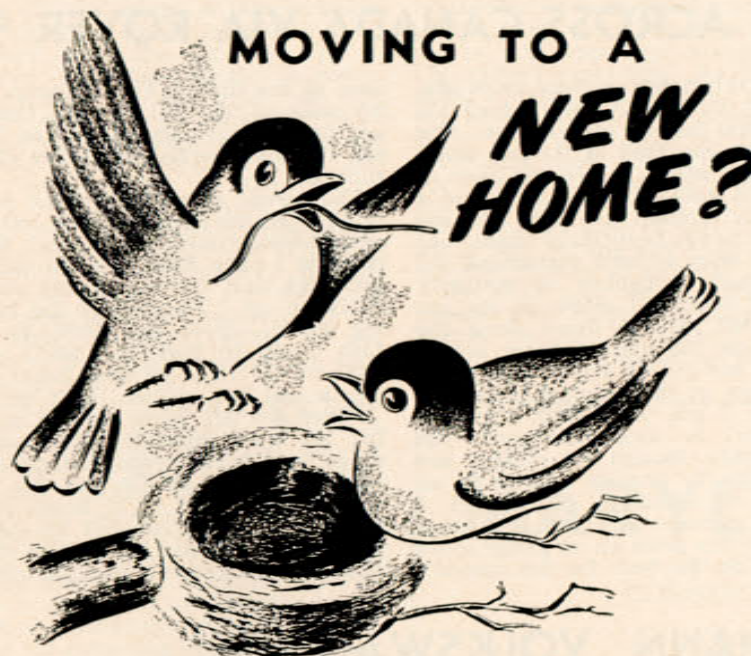
mumbled "Wish the g—d— mechanical age would hurry up and get to Winnipeg." . . . Terrific wind whistling around the old building today, called the "met" section about it. They, calmly and courageously, talked about highs, lows, fronts, backs, trowals, fropas, cu, and even mean sea-level, when everyone knows we aren't anywhere near the sea. The sports Officer said something about "heavy swingers," and "local golf tournament." The station PRO dismissed it as civilian ballyhoo for the movie, "The Dam Busters." In desperation we called the station Adj. The new SWO has arrived.

## CRUVER & MORGAN SPORTING GOODS LTD.

NEW WESTMINSTER, B.C.

TELEPHONE 3268

519 COLUMBIA STREET



CALL "THE CAREFUL MOVERS"

# LESLIE'S

PHONE 74-2435

AGENTS FOR ALLIED VAN LINES LTD. - LONG DISTANCE MOVERS

- CLEANERS
- TAILORS
- LAUNDERERS

**SIMS**  
1836 Portage Ave.  
St. James  
Man.

Telephone  
6-7981

*2 Hour Service  
Cash and Carry  
and Save*

PICKED UP A.M.  
DELIVERED P.M.  
AT  
RCAF STATION WINNIPEG  
ON REQUEST



# AUTOMOBILES

By PETER McLOUGHLIN



## CAMPING AND CRUISING ACROSS CANADA VIA ROVER 90

To be quite frank the last thing I feel like doing at present is writing as I bask in B.C. sun atop a cliff overlooking the brilliant blue water of the Pacific as it wanders between the small islands that dot the scenery. However, the editor has a deadline and as I don't wish for an early demise, I had better make an attempt to get some work in.

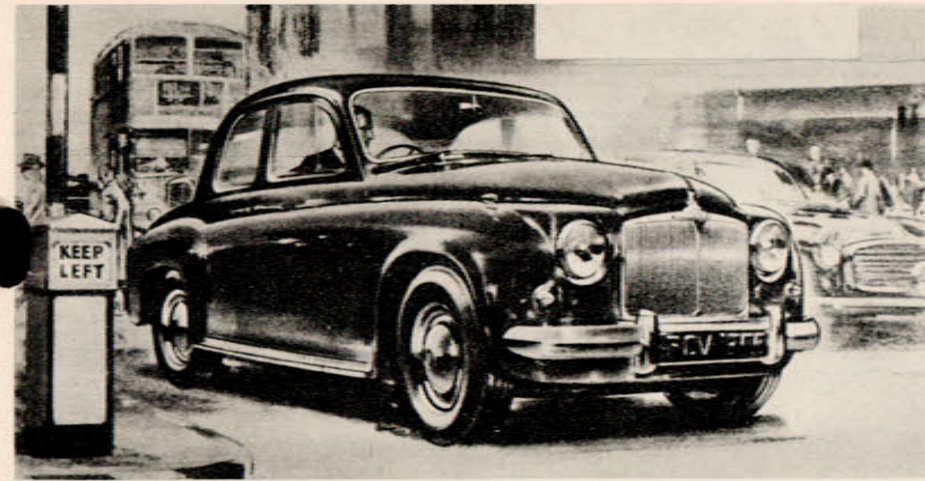
The Rover 90 is such an outstanding car that this write-up is going to take the appearance of an eulogy from end to end. Don't forget that I'm a lover of sports cars and therefore should be most critical of such a sedate looking machine as the Rover; but the Rover Company, unlike many of its contemporaries, does not put all the attractive points in the shop window, it even goes so far as to hide them! The result being that you have to get really acquainted with this car before you fully appreciate what you are driving.

To mar this happy picture there are, I'm afraid, five small flaws which I'll mention first before carrying on. The pipe to the gas tank is far too small for the high speed pumps we have in Canada, the result is blow back and a mess of fuel around the filler. The car is without doubt beautifully made, but if it were only as well assembled! I'll swear I had to tighten up virtually every nut, bolt, and screw on the car before I felt safe to drive along the road. I hope the manufacturer knows that such are points which can make you enemies at first contact. Incidentally, may I ask why ONE standard thread can't be used throughout the car? Fourthly, though the makers are nice enough to provide you with an electrical oil contents gauge and a green low pressure oil light, I feel that on a car of this price an oil gauge could be placed on the dash for the reassur-

ance of the driver. Finally, may I add my voice to that of Lawrence Pomeroy and respectfully request pleated leather; it looks better and also doesn't ruckle.

The owner of a Rover must realize that to get the best from his machine an extended run-in is essential. At the moment I have close to 4,000 miles on the clock and the car is only starting to loosen up. I recommend the following speeds—35-40 first 1000, 40-50 to 1500, 50-60 to 2000, and 60-75 up to 4000 miles. Tight chrome bores, high speeds and hot engines don't mix.

When we left Winnipeg the car had but 150 miles up so the first thousand miles were taken pretty conservatively between 50 and 60. Despite this slow-down and a spell of 10 hours behind the wheel the driver and his passengers all felt relaxed at the end of long runs. The car appears to glide over the



## MORRIS "ISIS"

Morris have now re-introduced an old name to British motoring—The ISIS. In general this model will be a deluxe version, a BMC 'C' engine of 6 cylinders, develops 86 hp at 4250 rpm. This engine sports one S.U. carb' and is the same as that put into the A90 Westminster, and the Wolsley 6/90. The steering position has been improved over the Oxford, as the side-ways cant has been removed. Top speed will be 90. When sold in Canada, approaching six months from now, the price will be near \$2,400.

Ford's Continental should have an engine developing 325 bhp, in addition we may see fuel injection on this model next year. To counteract Ford's lead in sales GM may introduce the 1956 Chevrolet quite shortly.

distances with effortless ease, so much so that only the minimum effort is required to keep the car on the road. Whether it be mud, dust, or hard top makes little difference to the driver. The ride isn't smooth on bad roads, but represents a compromise between our domestic cars and a sports car. Though I'd never used a 'free-wheel' before I have now become a firm supporter of this mode of transmission. With the free-wheel in use it isn't necessary to use the clutch for changing once you have started to move, and the gear changes then take you between one and two seconds. Therefore, perfectly adequate unless you are in a hurry. Try it once in traffic and you'll never revert to the manual method. Naturally, you have no braking action from the engine in this position and your thinking must be geared accordingly. In hilly country at high speed, and where you are travelling much faster than the remainder of the road traffic I'd advise against its use, because of the obvious reason that your brakes get pretty hot.

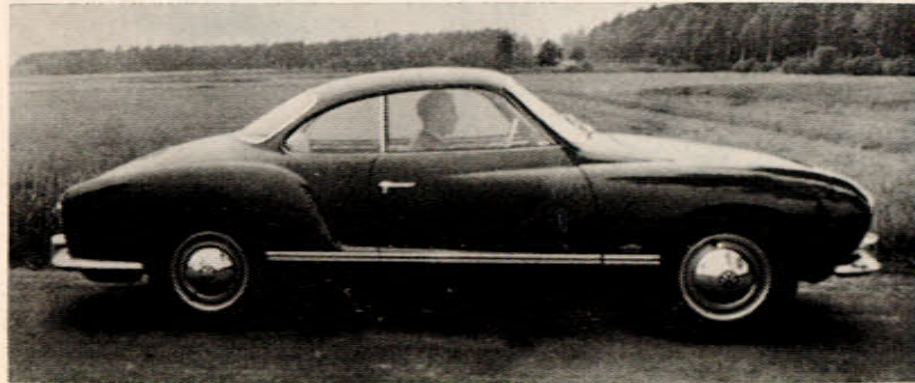
As we approached the Rockies I had the car cruising at between 70 and 75 and can truthfully say that no car passed me from Moose Jaw to Victoria, a distance of over 1,000 miles. I had checked the speedometer on the prairies and an indicated 60 gave a true reading of 59. The milometer proved to be more than 99.5% accurate. Surprising as it may seem no further concentration was necessary at 80 than at 50, and in the cornering department I can raise no disapproving murmur; there is a fairly strong understeer, little tyre squeal, little roll, and progressive steering which is a delight for all but the sharpest corners. Tyres should be kept at 30 pounds to avoid squeal. In all fairness to the Rover I also have to admit that the ridiculous ease with which the car handled on the mountain roads, up, down, and around the bends, made our domestic products very close cousins to ungainly mammoths! No matter what the gradient, or the speed at which it was taken, the engine showed no signs of overheating throughout the trip. Starting at all times has been on the first touch of the button and I see no reason why that won't be so during the winter.

Owners I've talked to back that up. The fuel consumption so far has been a trifle disappointing, but is probably due to a new engine and the need for further tuning. Over the trip I averaged 23.5 mpg at 70 mph, when in tune that should rise to 27-28. In the midst of a very dusty stretch of the prairies we had one most disconcerting experience, which had me cursing Rovers incorporated at considerable length. The car is fitted with a fuel reserve that comes into operation manually with 1½ gallons remaining. As the engine failed I duly switched over to reserve and continued on for a town 20 miles away. Five miles from my destination everything died! Fortunately, one of the local oil well experts picked me up and I was soon off again. However, that little incident showed that the reserve cut in only for the last ½ gallon (since proven) instead of for 1½!

My wife and infant, who usually remain most critical of long car trips, solidly backed the Rover over the whole distance including the worst

piece of dangerous road in North America—The Cascades. Finally, let me touch on a few points I've as yet forgotten. The brakes of the new 90 are now good and despite a very hard trip showed little wear and no fade. The driving position in respect to the wheel, pedals, windshield, instruments, and seat is highly commendable. The seating for the driver has one fault—not nearly enough support for the back on long trips, this does not belie the fact that the seats in themselves are very comfortable. Vision is good now that the rear window has been increased in size, but I still like a pair of wing mirrors. The right front fender (wing!) is not visible to the driver, unless you add a mirror. The hand brake is excellent; easy to operate, and really works. Night driving is almost as effortless as day, rheostats on the instruments cut out all interior glare and headlight illumination is adequate. The screen wipers have an excellent feature which well merits copying—when shut (Continued on Page 24)

## Ghia - KARMANN VOLKSWAGEN



### Ghia-KARMANN VOLKSWAGEN

This interesting small sports coupé will be available in limited numbers in October from Purves Motors, Winnipeg. The price around \$2,600. Ghia of Italy designed the body which utilizes standard VW chassis and engine components and it is being made by Karmann in Germany. Though it uses the same power plant (which can be easily supercharged with the Swiss 'MAG' unit for \$295) as the VW, excellent streamlining gives a cruising top of 75, raised to 90 with the supercharger. Contains all comforts and sits 2-4 persons. Good workmanship, and can be recommended without qualms.

## MARYLAND SERVICE

CORNER MARYLAND AND PORTAGE  
WINNIPEG, MANITOBA

SPECIALIZING IN ENGLISH-  
MADE CARS

TOM SMITH, Proprietor

PARTICIPANTS NEEDED FOR  
 INTER-SECTION TEAMS  
 HAVE YOU ENTERED A TEAM  
 YET?



Participants in the 14 Training Group rifle shoot at RCAF Station Moose Jaw.

**STATION ROD AND GUN CLUB**

The Station Rod and Gun Club, headed by F/O Donovan, is slowly picking up momentum, and when fully organized will provide many outings for its active members.

To date there has been only one such trip, a fishing jaunt to Lyons Lake, by some 15 members. Boats were hired there and, being such a hot day, most of the fish called a stand-down, but a few lovely rainbow trout were hooked.

The Club possesses a lodge on the east side of Lake Dauphin, but at present it is in need of renovation, which should be done in the near future.

This site has great possibilities, as it is reported that it is a sportsman's paradise as far as fishing and duck hunting go.

A Club meeting will be held shortly so keep an eye open for the date.



Right: F/O DeLong and LAC McRory "shooting the bull."



Left: F/S Loree, Saskatoon team captain, receiving the 14 Training Group Cup from the commanding Officer, RCAF Station Moose Jaw.



Top left: Sharpshooter LAC McRory and silverware.  
 Top right: RCAF Station Winnipeg "Red" Team.  
 Bottom: The Winnipeg Rifle Team. Front row, left to right: LAC McRory, LAC Allan, F/O Kerr. Back row, left to right: LAC Perras, LAC Sullivan, LAC Lummerding, F/O Alleman, F/O DeLong.

**WINTER SPORTS  
 ACTIVITIES ARE  
 NOW BEING  
 ORGANIZED**

Potential Curlers, Hockey and Basketball Players and Bowlers Should Contact Sports Stores (Local 511)

**SPORTS OFFICERS!  
 -Recreation Directors!**

The largest stock of original trophies anywhere in Canada is at

**KELBERT  
 TROPHIES**

538 HOMER ST.  
 VANCOUVER

(Write for our illustrated folder today)

**ASSINIBOINE  
 HOTEL**

Portage at Albany  
 WINNIPEG, MAN.

Phone 6-2371

Manitoba's finest Suburban Hotel  
**AIR-CONDITIONED**  
 FREE PARKING

*You'll like everything about*

**REACH WRIGHT & DITSON**  
 SPORTING GOODS



DISTRIBUTED BY

**Ashdown's**

# WD's Report

By MARGIE ESSEX

By the time this issue is printed, a lot of us will have said good-bye to Marilyn ("Mike") Appleyard. She's left us for the Supply Accounts course in Aylmer, Ontario, but we're all hoping that she will come back here, and then—"Let's have a party!"

We're all wondering, Casey, if that "little sweater your mother made for you" will be quite warm enough. Of course, you can always build a fire, can't you?

As the cooler weather begins to set in you can see a lot of people preparing themselves for it. Winter

uniforms are being taken into the cleaners, and warm clothing is taken out of mothballs for airing. Here's hoping that it will also mean a few more winter activities than last year.

August 9th and 10th, the girls' station baseball team and a few others went to Cold Lake, Alberta, to compete in a tournament with some of the surrounding stations.



WINNIPEG GIRLS BASEBALL TEAM.

There was a dance afterwards and everyone had a wonderful time. There will be more about it in the next issue of VOXAIR.

FOR TAILORING, PRESSING,  
LAUNDRY AND  
DRY CLEANING . . .

## STATION PRESS SHOP

A. PRESKY, Proprietor

A Complete Reliable  
Service

NORTH SIDE DRILL HALL  
RCAF STATION, WINNIPEG

# R.C.A.F.

Servicing

Aircraft



REPAIRS - OVERHAULS  
AND MODIFICATIONS

to

Lockheed T-33 Dual Jet Trainers,  
Fairchild C119 Freighters, Douglas  
C47's (Dakotas) and Harvard Trainers  
including instruments and radio equipment.

P. O. BOX 517, MUNICIPAL AIRPORT  
Edmonton, Alberta

**NORTHWEST  
Industries  
LIMITED**

# GHOST CARS ARE UN-CANADIAN

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

By ERIC NICOL

Drivers can no longer depend on "spotting" a police car and driving accordingly.

Out on our streets now are some prowler cars which look just like tens of thousands of other cars. They're various colours and the sirens and other familiar gadgets can't be seen.

Chief Constable Mulligan said when the department has a full complement of cars, 25 will be of various colours.

—NEWS ITEM.

This time they have gone too far. It was bad enough when they took off their tunics so that we couldn't see the buttons shining from a distance.

It was bad enough when they gave up the pursuit of thieves and murderers to devote themselves more fully to chalking oughts and crosses on the tires of parked cars.

Now they are going to camouflage their prowler cars to look like guilty motorists, so that we can't tell friend from foe, so that they can sneak up on us. Talk about shooting ducks in a barrel! The police force has lost its sporting spirit and found that of a weasel.

Many a time I have been cruising at a crisp 30 past a school—one of those modern schools fiendishly designed to look like a California ranch, or a Swedish gas station, or anything but a school—when I have noticed in my mirror a siren surfacing in the traffic, or the bloodshot eye of a prowler blinker peering at me. In an instant I have slowed to 10 miles an hour, if not actually stopped to lead the children by the hand across the street, distributing jelly beans and wearing the benign look of the man who adores kiddies. Those old black police cars brought out the best in me.

Now the first I'll know of approaching pirates will be when the cop fires a maroon sedan across my bow, before I can even pick up my jelly beans.

Well, they'll be sorry.

The next step after painting the cars different colours and hiding the gadgets will be the shucking of even the vestiges of uniform. If the ladies will kindly remove their

hats I shall now run a lantern slide of an episode in the future of Vancouver's chameleon constabulary.

A fuchsia convertible with lime sidewall tires and a jungle of mohair monkeys dancing in the rear window rockets past a blue Volkswagon and nips it screaming to the curb. Two men slide out of the convertible, one zoot-suited in sea-green, the other mostly concealed by a sombrero and the large sunflower in his buttonhole.

Producing the pencil on the end of the long chain looping to his ankle, one man puts the bright yellow point of his shoe on the Volkswagon's running-board.

Cop 1: All right, where do you think you're going—to a fire?

Driver (steaming his own hat, a Tyrolean trilby, with rage): Yes, dammit, I am.

Cop 2 (at the other door, speaking thickly through his petals): Oh, a wise guy, eh?

Driver (jumping up and down with rage): You lummoxes! Don't you recognize a police sergeant when you see one?

(The two cops lean into the car, gaze at the driver's feet quivering

hugely on the floor, and retract ashen faces.)

Cop 2: Gosh, Sarge, we didn't know —

Driver: Know schmoe! You're through. Go back to the station and turn in your sunflower.

Cop 1, his lips budded to kiss the sergeant's paw, almost loses his nose as the Volkswagon reverses and roars away.

The two cops slouch back to the convertible, whose windshield bears a ticket for parking near a hydrant. Swaying away from the car is what looks like a lady of the evening, except for her charm bracelet of handcuffs. The two cops quietly take their summons books and beat one another over the head with them.

## CURTAIN

Moral: No good can come from the police being as crafty as the motorists. Britain has the best motorists in the world, and the English bobby wearing his inverted bucket and pumping his bicycle can be identified as soon as the curvature of the earth permits him to come into view.

It isn't British, Chief Mulligan.

THE McLAREN HOTEL  
MAIN ST. AT RUPERT

WINNIPEG, MAN.

Phone 93-8518

THE KIRKFIELD HOTEL  
KIRKFIELD PARK

WINNIPEG, MAN.

Phone 83-4313

Your Friendly Hosts

FRED DANGERFIELD  
GEORGE DANGERFIELD

JACK DANGERFIELD  
FORBES RANKIN

# THE PORTAGE HOTEL

Portage La Prairie

COMPLETE FACILITIES - Dining Room and Parlor

rooms  
\$2.00  
and  
up

## Letter to the Editor

Dear Sir,—

Reference is made to the August 23rd issue of your admirable publication, "VOXAIR," and to the article, "Russian Peasant Multiplication," on page 30 thereof.

Whilst the undersigned is not convinced that the system outlined is any quicker than normal multiplication—in fact, I find by experiment that the usual method is twice as fast, and back checking faster still—it is nevertheless an interesting system, and very simple. Certainly it is a good method for cross checking when really in doubt as to one's accuracy.

The purpose of this letter is not, however, to argue merits, but to bring two errors to your attention:

- (a) In figure 2, in the second column, the third figure down should read 92, not 93.
- (b) Re the final three "added examples," a check of the second one, i.e. 33 x 37, will show that the example given is really "off track," with one set of figures, i.e. 16—17, missing completely.

It is appreciated that both errors are typographical; certainly no slur is intended re the mathematical prowess of Mr. John R. Hendricks, but they are brought to your attention lest the "public school students" become even more "mentally frustrated." Let us hope that it is appropriate that these errors in the examples of the "Russian Peasant Multiplication System" should be noted by a member of the Air Force Security Branch.

Many thanks for a very fine Air Force publication.

Yours truly,  
G. W. M. GRANT, F/L.,  
Air Transport Command, HQ.,  
RCAF Station Lachine,  
Lachine, P.Q.

As F/L Grant suggests, the errors were in proof-reading, and cannot be laid at Mr. Hendricks' door. He will have another mathematical article for us before long (Lower Slobovian subtraction, John?).—Ed.

## CINEMA

October 4  
FAR HORIZONS (G)  
Charlton Heston Donna Reid

October 5  
CATTLE QUEEN OF MONTANA (G)  
Ronald Reagan Barbara Stanwyck

October 6  
DUEL IN THE SUN (A)  
Gregory Peck Jennifer Jones

October 8  
WILD STALLION (G)  
and Serial — Matinee

October 9  
HUMAN JUNGLE (A)  
Gary Merrill Jan Sterling

October 10  
TEN WANTED MEN (A)  
Randolph Scott Jocelyn Brando

October 11  
CRY OF THE CITY (A)  
Victor Mature Brian Donlevy

October 12  
THE INTRUDER (A)  
Jack Hawkins George Cole

October 13  
BATCHELOR MOTHER (G)  
Ginger Rogers David Niven

October 14  
LAS VAGAS SHAKEDOWN (A)  
Dennis O'Keefe Colleen Gray

October 15  
WAGONS WEST  
and Serial — Matinee

October 16  
WHITE CHRISTMAS (G)  
Bing Crosby Rosemary Clooney

October 17  
FAIR IN MONTE CARLO (G)  
Merle Oberon Richard Todd

October 18  
PAT AND MIKE (G)  
Spencer Tracy Katherine Hepburn

October 19  
GUY WHO CAME BACK (A)  
Paul Douglas Joan Bennett

October 20  
GATE OF HELL (A)

October 21  
BRIGHAM YOUNG (A)  
Tyrone Power Linda Darnell

October 22  
COW COUNTRY  
and Serial — Matinee

October 23  
NAVY AIR PATROL (G)  
John Derek Diana Lynn

October 24  
IT (A)  
CREATURE WITH DOUBLE BRAIN  
Double Feature

October 25  
ADVENTURES OF SADIE (G)  
Joan Collins Kenneth Moore

October 26  
QUEEN OF SHEBA (G)  
Leonora Ruffo Gino Cer

October 27  
DRAGON FLY SQUADRON (G)  
Barbara Britton John Hodiak

October 29  
HIAWATHA (G)  
and Serial — Matinee

October 30  
TONIGHT'S THE NIGHT (A)  
David Niven Yvonne de Carlo

## VOXAIR VIXEN

This issue's Voxair Vixen is possibly the most reticent we have had this year. We know she has brown hair and blue eyes but as far as age and other vital statistics go your guess is as good as ours.

Regina-born Shirley works for Canadian National Telegraphs and is in demand as a local singer, having appeared frequently at Jack's Place and recently in the CBWT Musical Show "Cabaret."

Photo by Frederickson

# The Clarendon Hotel

IN DOWNTOWN WINNIPEG — OPPOSITE EATON'S  
FULLY - MODERN ROOMS — \$3.00 and Up



Voxair Vixen  
Shirley Shaw  
Winnipeg

**NEWS**

(Continued from Page 9)

**"New Air Training Plan Expected To Reduce T-33 Toll"**

OTTAWA—The RCAF's new 3-stage training program, announced several months ago, now is being put into practice. One prairie flying training school has been equipped with Chipmunks, the new basic training plane, as the Air Force converts to the 3-stage program. The other two schools will be fully equipped with the trainers as fast as they come off the production lines. Claresholm in Alberta is the flying training school now fully operational with Chipmunks. The schools at Penhold and Moose Jaw will be provided with Chipmunks as soon as they are available to the Air Force, training officers at RCAF headquarters said.

**"Czech Air Force Growth Worries NATO Nations"**

MUNICH—The Czechs have built a modern jet tactical air force of as many as 600 planes. More important, the Czechs have an aircraft industry and a pilot training program capable of supporting three or four times the actual number of planes now in service. Western intelligence considers the Czech Air Force the strongest in the Soviet block, next to Russia's. Red China has more aircraft and pilots, but Czechoslovakia has a formidable home-grown aircraft industry and technical base that the Chinese lack. Currently the Czechs are believed to have five air divisions with a 6th forming. Fighter regiments are now entirely equipped with MIG-15 jets, which are built in Czech factories under Soviet licence. Czech tactical bomber units are receiving Ilyushin IL-28 twin-jet aircraft, the Soviet version of Britain's Canberra light bomber.

**"His Tips Are Hot—Weatherman 80 Per Cent Accurate"**

MOOSE JAW—Before flying to any point, a pilot must check with the "met section." Each pilot in his training receives 50 hours' instruction in weather observation. To save time on the teletypes, which are chattering continuously, reports are abbreviated as much as possible; the weathermen have developed a code all their own. A report for Moose Jaw at 12.30 p.m., August 16, was "MJ 300015-085-80-56 8-977-C12." Deciphered this means Moose Jaw has scattered cloud at 30,000 feet, visibility is more than 15 miles, mean sea level pressure is at 1008.5 millibars, temperature is 80 degrees, dew point 56 degrees, wind south at 8 miles an hour, altimeter setting in inches of mercury is 29.97, and amount and type of clouds are two-tenths cirrus.

**"New Minister Starts Duties"**  
OTTAWA — Air Vice-Marshal Frank Miller, recently named deputy minister of National Defence, took up his new duties after arriving from Paris, where he was on the staff of the North Atlantic Treaty Organization.

**"Simonds Offers No Comment On Conclusion Of Army Career"**

OTTAWA—Lt.-Gen. Guy Granville Simonds, chief of the general staff, returned from England recently and a few hours later went on retirement leave. But if anyone here knows what new job, if any, Gen. Simonds intends to take on, he isn't saying. One informant said he doubts if Defence Minister Campney has any idea of the general's plans. Gen. Simonds, a Canadian Army officer 30 years, apparently has not been offered any Canadian post. For two weeks he and his successor, 57-year-old Lt.-Gen. Howard D. Graham, attended the annual conference of the Chief of the Imperial General Staff in England.

**"It's Foolish To Relax Because Russia Smiles"**

TORONTO—Major Wilfred W. Parry spoke last month at the Exhibition directors' luncheon preceding the parade which, in its 39th appearance, had more bands but thinning ranks. Major Parry, who is chairman of the Warriors' Day Council, spoke at the same luncheon. Vice-Admiral E. R. Mainguy, Chief of Naval Staff, whom he introduced, said, "Frankly, I'm not enamored with that gang of thugs who enslaved, killed and held in subservience millions of people," he said, "and who are clearly building up their forces for an attack. Simply because one pats you on the back and gives you a smile is no reason for accepting him. I note that NATO, which never did attain any great splendor, has slipped still further in the past three months, and I question if it ever can be rebuilt."

**"Ejector Seats Save Lives 2 Jet Fighter Crewmen"**

COLD LAKE—Two crew members of a crippled CF-100 (Canuck) jet fighter bailed out safely some weeks ago over the rough bush country, 60 miles northwest of this RCAF armament training base, 160 miles northeast of Edmonton. Air Force officials said the pilot and navigator of the fighter, which was on a routine interception exercise, owe their lives to the plane's automatic ejector seats. The plane's engines failed while it was flying at about 22,000 feet.

**"August Talks on Morocco"**

PARIS—The decision to begin what is the second phase of a Government plan was formulated by Premier Edgar Faure and four of his ministers, who met recently with Resident General Gilbert Grandvel. While the Government sounds out Moroccan and French opinion in the protectorate, the Sultan of Morocco, Sidi Mohammed ben Moulay Arafa, who is at the centre of the present controversy, is being given time to meet French demand for formation of a representative government. This constitutes the plan's first phase.

**"Cosmic Ray No Bar to Space Trips" Hollomin Air Development Centre—Animals Unhurt in Balloon Tests**

Cosmic rays may make your hair turn white, but they're not the outer space threat it was first feared, space medicine experts said. They said "a traveller in the stratosphere should be able to perform duties in a normal manner with no serious after-effects." Testing the hazards of cosmic rays to men, when and if he reaches outer space, was accomplished by use of big plastic balloons. Animals were placed aboard the balloon and sent to heights of from 90,000 to 120,000 feet above Sault Ste. Marie, Mich.

**Best Service**

STORAGE • PACKING  
MOVING

**Star Storage Ltd.**

PHONE 92-2951

● Make moving day a pleasant day... let us do the work. Phone for estimate on local or long-distance moves. Best service by trained, experienced packers and movers. Modern padded vans for safe delivery.



HAVE A **Player's** "MILD"



THE **MILDEST BEST-TASTING** CIGARETTE

OPEN 24 HOURS  
**Salisbury House**  
DRIVE-IN  
ELLICE AVE. NEAR THE AIRPORT

255 PORTAGE AVENUE  
WINNIPEG MANITOBA  
**SERVICE CLOTHES SHOPS LTD.**  
"Men's Clothing of the Better Kind"  
HEADQUARTERS FOR  
● ARROW SHIRTS  
● ADAM HATS  
PHONE 92-5663

SAME PRICE - SAME QUALITY  
**1 HOUR CLEANING**  
AT **Perth's**  
MAIN STORE - PORTAGE & GOOD  
7:30 A.M. TO MIDNITE  
Phone SU-3 7261

Quality Flowers  
At Lowest Prices  
**The Orchid** TAMMAS SCOTT  
310 DONALD ST. PH. 92-3404  
FLOWERS TELEGRAPHED WORLD-WIDE

**STANDARD AERO ENGINE LIMITED**  
No. 6 HANGAR  
STEVENSON FIELD, WINNIPEG, MAN., PHONE 6-2391  
Specializing in Overhaul and Supply of Aircraft Engines and Accessories  
Contractors to the R.C.A.F.  
BRANCH OFFICES AT: VANCOUVER A.M.F. B.C., EDMONTON, ALTA.

## AUTOMOBILES

(Continued from Page 15)

off they disappear on rubber rollers off the windscreen. The finish throughout the car—outside, inside, on the engine and on all components and accessories—is absolutely first class.

As I said at the beginning, and repeat now, don't forget that the Rover 90 refrains from showing off its best points to the casual onlooker and that is perhaps one of the reasons why this magnificent car has not really sold very well in Canada. For my parting word allow me to say that the Rover today has no peer in any car sold in Canada, with the exception of the Rolls-Royce—yes, I include both the Cadillac and Jaguar!

## COVER STORY

Our cover shows Air Vice Marshal J. G. Bryans, CBE, CD, and Mrs. Bryans cutting the cake at a party in the Officers' Mess, Winnipeg, on the occasion of the Group Commander's promotion, and appointment to the post of A.O.C. Training Command.

Air Vice Marshal J. G. Bryans was born at Kenora, Ont., February 28, 1906, and is a graduate of the University of Saskatchewan in Mechanical Engineering. He joined the RCAF in 1928, and, prior to the outbreak of the Second World War, held appointments at various stations and at Air Force Headquarters, Ottawa.

In June, 1941, he was sent to Washington, D.C., to serve as Air Member of the Canadian Joint Staff. A/V/M Bryans returned to Canada in November, 1942, to become commanding officer of RCAF Station Rockcliffe, near Ottawa.

A/V/M Bryans proceeded to the U.K. in June, 1943, to serve as a station commander in No. 6 RCAF Bomber Group, and also as a Staff Officer at the Group Headquarters.

On his return to Canada in July, 1945, he served at Air Force Headquarters as Deputy Air Member for Technical Services. In 1949 he attended the Imperial Defence College in the U.K. and, following the completion of the course, was appointed Deputy Air Member for Air Plans (Organization) at Air Force Headquarters.

In August, 1951, he was appointed Group Commander 14 Training Group, with headquarters at Winnipeg.

In June, 1946, A/V/M Bryans was appointed a Commander of the Most Excellent Order of the British Empire for distinguished service both overseas and in Canada.

A/V/M Bryans was married in 1938 to Miss Kathleen Hemsworth, of Saskatoon, Sask.

P  
R  
I  
N  
T  
I  
N  
G

## THE WALLINGFORD PRESS LTD.

COMMERCIAL AND COLOR PRINTERS  
303 KENNEDY STREET

WINNIPEG - - - MANITOBA  
PHONE - - - 92-6488-9



**"EXPORT"**  
CANADA'S FINEST  
CIGARETTE

## An RCA Victor Record



*For Every Mood*

- Top quality records at
- The top of the street

See Gerry Chipman  
AT THE RECORD BAR

## Deer Lodge Radio - TV

Portage at Sharpe  
St. James, Man.  
TELEPHONE 6-1016

## DREWRY'S



MANITOBA DIVISION  
Western Canada Breweries Ltd.

## BATTLE OF BRITAIN

(Continued from Page 2)

Luftwaffe suffered a major defeat. Great damage was inflicted on the capital, but once again the Luftwaffe failed to attain its objective. The heart of the Empire was not paralyzed, nor was the spirit of its people broken. "We can take it" was their defiant reply. German bomber losses became so great that a continuation of this phase was impossible. Once again there was a change in tactics. September 15th had marked a definite turn in the course of the Battle; it was the beginning of the end.

On September 28th the third and final phase opened, a "battle of attrition," which continued until the end of October. Forced to abandon the use of his bombers for mass daylight attack, Goering now resorted to fighter sweeps by squadrons of high-flying Messerschmidt fighters and fighter-bombers. This attempt to wear down our fighter defences was in itself an admission of defeat and, like the others, it failed. By the end of October the pressure on Fighter Command had definitely eased; waves still beat upon the defences, the night assault was still raging, but the menace of invasion for that year had passed. The battle had been won.

The brief summary of the air assault upon the southeast of England is not a complete picture of the Battle of Britain. The Battle was not fought solely in the air, nor was the responsibility of guarding Britain from invasion the exclusive prerogative of Fighter Command. It was fought on the ground and with the Nazi fortress.

The ground crews who serviced the Hurricanes and Spitfires, the men and women who manned the operation rooms, and operated the signals and communication services, the intelligence and equipment staffs, the administrative personnel and all those who kept units, airfields and headquarters operating efficiently, they too had their share in the victory.

Special mention must be made of the radio location (or radar) stations dotted along the English coast. The early warning which they gave of the approach of raiders made it possible for our fighter squadrons to take off in time to intercept the enemy. Fighter Com-

mand was able to conserve its strength until needed and then, forewarned by radar, deliver the maximum effort at the right place and time. Without radar the Battle of Britain might well have had a different ending. Supplementing the chain of radar stations was the network of Observer Corps posts which plotted enemy formations as they penetrated inland. Together radar and Observer Corps constituted a vital factor in the air defence of Britain and contributed immeasurably to the victory of the RAF.

Anti-aircraft Command and Balloon Command had their share too in defending the island's vital targets and in bringing about the defeat of the Luftwaffe. Nor should it be forgotten that the worker in the factory, the clerk in his office, the housewife in her kitchen, all the humble men and women who endured the storm of bomb and fire, they too "stood in the breach" and helped keep "the way open to man's vast future."

The spectacular victories won by Fighter Command have tended to overshadow the fact that the other commands of the Royal Air Force were still engaged in the Battle. While Fighter Command was defending Britain, Bomber and Coastal Commands were carrying the battle to the enemy and by their assault on Nazi-held ports and harbours, on aircraft factories and other war industries helped to defeat Hitler's plan of invasion.

One final comment. It has been called the Battle of Britain. More accurately it was a Battle for Britain (and freedom), in which the people of that island were assisted by the other parts of the Commonwealth and Empire and by contingents from conquered lands of Europe. In the ranks of the Royal Air Force were to be found fighter pilots from Canada and South Africa, coastal crews from Australia, bomber crews from New Zealand, and men from many other branches of Britain's great family. From Czechoslovakia and Poland, from Norway and the Netherlands, from Belgium and France came more trained aircrew

(Continued on Page 31)



QUICKLY-SAFELY-ECONOMICALLY

- Over 75 agents located in all major Canadian Cities.
- Safe—careful moving anywhere on the continent—you get there on time!
- Our experience means your household possessions are protected every foot of the way.
- Complete—personal—service unequalled anywhere.
- Phone the agent in your city—the smartest move of your life!

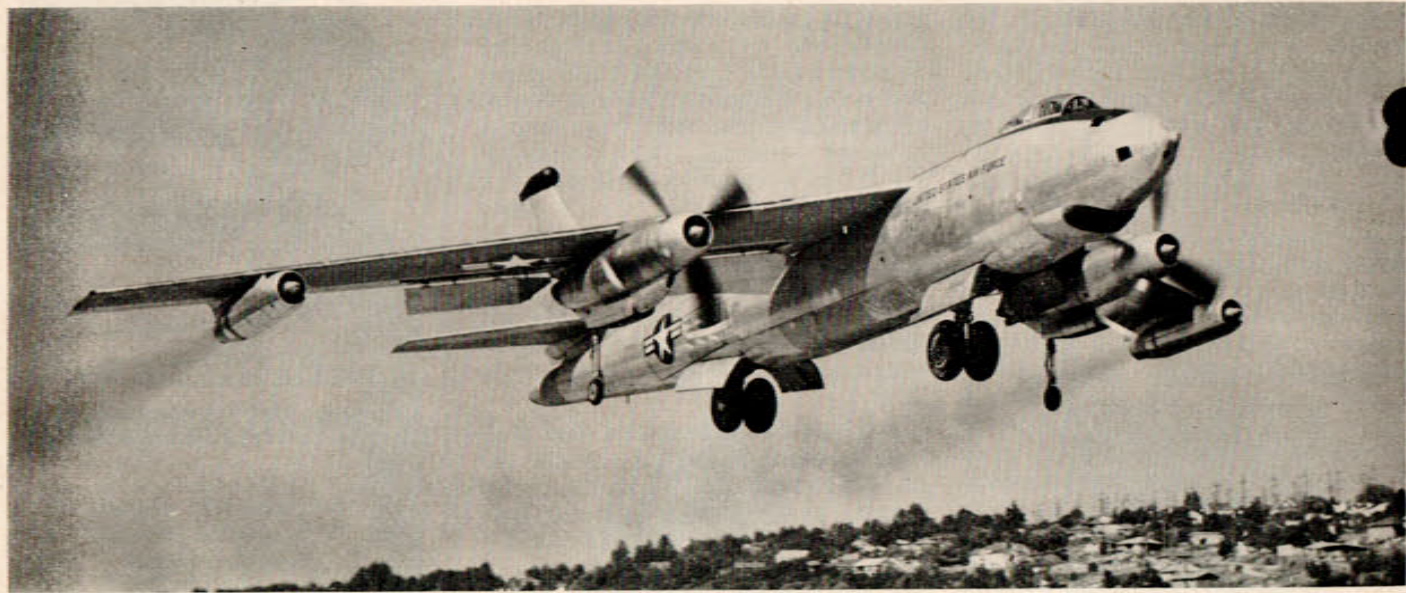
## Allied Van Lines

Allied Van Lines use the most modern moving equipment— their agents always have complete furniture storage facilities and every worker is experienced, trustworthy!

Take the worry out of moving— call the Allied agent in your town!

**ALLIED VAN LINES LTD.**  
Agents in all principal cities. See your local phone directory.

Edited by F/L CHESHIRE



—Boeing Airplane Company Photo

## MAIDEN FLIGHT OF TURBO-PROP B-47

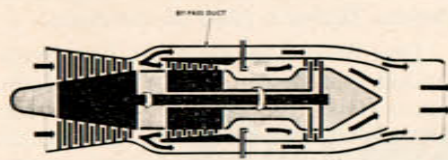
The Boeing XB-47D, a standard B-47B modified to serve as a test bed for flight-testing the Curtiss-Wright T49 turboprop engine, is shown taking off from Boeing Field, Seattle, on its maiden flight. Two T49 engines are mounted in place of the four General Electric J47 turbojet engines at the inboard pod positions. Production B-47 Stratojets, of which Boeing has built more than 1,000 at Wichita, Kans., for use by the U.S. Air Force's Strategic Air Command as its standard medium bomber, are powered by six J47 engines of 6000 pounds of thrust each, mounted in two double pods inboard and two single pods outboard on the wing. The XB-47D test airplane retains the two outboard J47s. The T49 engine is rated as the most powerful turboprop engine ever to fly.

## ROLLS-ROYCE CONWAY TYPE-TESTED AT 13,000 LB. THRUST

Rolls-Royce Limited announce that a Conway aero engine has completed a British Government type-test at 13,000 lb. thrust. Incorporating the by-pass principle, the Conway has the lowest specific fuel consumption of any type-tested jet engine. One of the aircraft it will power is the four-engined Vickers V.1000 military transport.

The by-pass engine resembles the normal jet engine, but has an additional duct through which some of the air from the compressor bypasses the combustion chambers and re-enters the jet stream aft of the turbine. The advantage of this

type of engine over straight jet propulsion is that although the by-pass engine works at a high pressure ratio giving high internal efficiency, it also produces by means of the by-pass, a final jet contain-



WHP 8293—Diagram of a jet engine incorporating the by-pass principle.  
—Rolls-Royce Limited, Derby, England

ing a greater mass of air moving at a lower speed which gives a higher propulsive efficiency. The result of this arrangement is to improve the specific fuel consumption, thus making it particularly suitable for future large long-range civil airliners.

The lower jet velocity in conjunction with the latest form of Rolls-Royce jet nozzle will help to reduce jet noise, one of the most serious civil aviation problems of today. Installation and fire protection are also assisted by the duct of cool air which surrounds the hot parts of the engine.

Official observers on the ground and in other jet aircraft witnessed the speed run to certify that all requirements of the FAI were met. Although present regulations permit a speed run to be made at any altitude, the contesting aeroplane cannot climb more than 750 metres (2,460 feet) above its flight path.

FOR THE FINEST SELECTION OF CAMERAS, PROJECTORS AND PHOTO ACCESSORIES VISIT

# The Camera Shop

350 Donald Street, Winnipeg

Ph. 93-5518

## RECORD BREAKING PILOT

**UNITED STATES**—Air Force Colonel Horace A. Hanes received aviation's famed Thompson Trophy at the U.S. National Aircraft Show for setting the world's first official supersonic speed record in a North American F-100C Super Sabre.

Colonel Hanes, a command pilot and Director of Flight Test at the Air Force Flight Test Centre, Edwards AFB, Calif., made two high altitude runs of 870.627 m.p.h. and 773.644 m.p.h. over an 18 kilometer (11 mile) course August 20 on the Mojave Desert in California to set the new world's record of 822.135 m.p.h.

The mark betters by more than 70 miles an hour the official world's speed record of 755 miles an hour set October 29, 1953 by Lt. Col. F. K. Everest over a 15 kilometer course at California's Salton Sea in a North American F-100A.

The actual record attempt was made on the desert in California to take advantage of clear weather necessary to photograph a high altitude speed run and to avoid congested population areas.

The record set by Colonel Hanes is the first official mark set at high altitude and at a speed faster than that of sound. Special timing and photographic equipment developed by North American engineers to record data necessary for the F-100 flight test program was utilized for the record run.

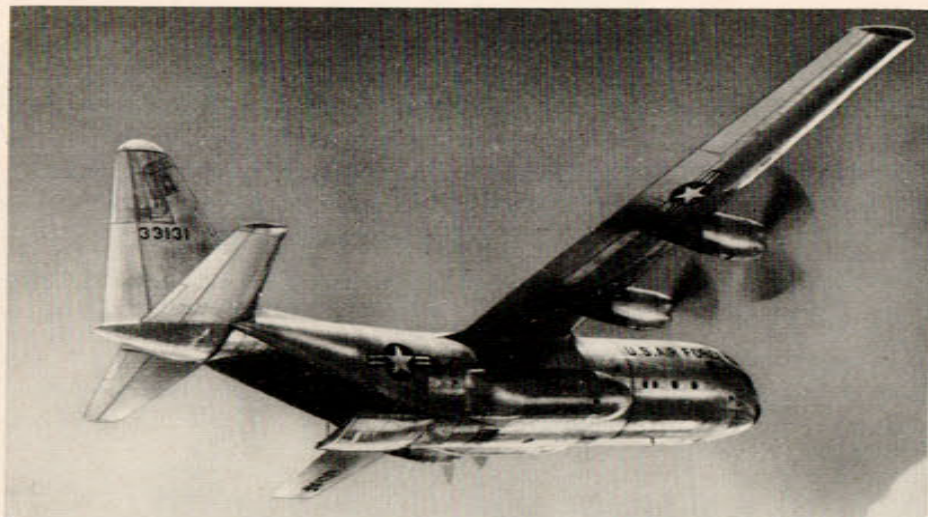
The timing equipment includes specially-adapted Speed Graphic cameras with 40-inch lenses, high-powered viewfinders and an electronic counter chronograph which clicks off time measurements in one-hundredth of a thousandth of a second. In order to obtain photographic data required by the FAI for an official record, it was necessary to develop a method of double-exposing film so that an aeroplane at 40,000 feet and a cable stretched between two 50-foot towers both would be in focus.

Official observers on the ground and in other jet aircraft witnessed the speed run to certify that all requirements of the FAI were met. Although present regulations permit a speed run to be made at any altitude, the contesting aeroplane cannot climb more than 750 metres (2,460 feet) above its flight path.

First appearing to observers on the ground as a tiny, white contrail, the F-100 skimmed across the desert sky like a giant kite. Eight miles high, Colonel Hanes actually flew 62 feet further than the measured course because of the curvature of the earth.

(Continued on Page 29)





**OPEN, O HERCULES**—Manoeuvring with the precision of a fighter plane, this new C-130 Hercules combat cargo plane shows how it can operate with its high rear cargo-drop doors wide open. Through these doors U.S. Force crews can drop vehicles, guns, missiles and bulk supplies. The Lockheed turboprop plane, which first flew a year ago, is supplied also to carry paratroops, infantrymen and evacuees. Four 3750-h.p. turboprop engines and a special tandem wheel arrangement permit the 54-ton heavyweight to operate on rough, makeshift runways in forward battle areas. Quantity production is now under way at Lockheed Aircraft Corporation's factory at Marietta, Ga., with advanced USAF testing of prototypes continuing at the USAF jet aviation centre at Palmdale, Calif.

### BELL-IRVING INSURANCE AGENCIES LIMITED

REAL ESTATE — INSURANCE BROKERS

930 WEST PENDER STREET

VANCOUVER, B.C.

## Central Northern Airways Ltd.

WINGS OF THE NORTH

Regular scheduled flights to and from the following points:

Sioux Lookout — Pickle Lake	Winnipeg — Red Lake
Sioux Lookout — Pickle Lake — Big Trout Lake	Winnipeg — Lac du Bonnet — Bissett — Berens River — Deer Lake
Flin Flon — Island Falls — Pelican Narrows	Island Lake — Little Grand Rapids — God's Lake — Oxford House — Norway House
Flin Flon — Lynn Lake — Pokatawagon	

Float, wheel and ski operations are carried out for scheduled, non-scheduled and charter services for passengers, mail, express and freight, from the following bases: Sioux Lookout and Pickle Lake, Ontario, and Lac du Bonnet, Norway House, Wabowden, Flin Flon and Lynn Lake, in Manitoba.

For information write, wire, or telephone:

### CENTRAL NORTHERN AIRWAYS LTD.

Winnipeg Traffic Office,  
St. Regis Hotel,  
283 Smith St., Winnipeg, Manitoba  
Telephone: 92-2310  
After business hours: Telephone: 50-4888

Head Office: No. 5 Hangar,  
Winnipeg Airport, St. James, Manitoba  
Telephone: 6-2307

### RECORD BREAKING PILOT

(Continued from Page 27)

The F-100C which set the new world's record is a combat-loaded production model similar to those now flying at the Tactical Air Command's Foster AFB, Texas. It differs from the earlier F-100A in that it is equipped to carry more fuel and a load of bombs over a long distance. The Super Sabre is powered by the Pratt and Whitney J-57 turbojet engine, which delivers more than 10,000 pounds thrust. It is in production at both North American's Los Angeles and Columbus, plants.

### FAIREY ULTRA LIGHT HELICOPTER

The Fairey Ultra Light Helicopter has completed successfully its initial test flights at White Waltham Aerodrome, near Maidenhead, Berks., after several months of highly successful ground running. Pilot on the first flight, which took place on 14th August, 1955, was S/L W. R. Gellatly, AFC., the Company's Senior Helicopter Test Pilot.

Designed primarily for Army observation and "runabout" duties, it is powered by a Blackburn-Turbomeca Palouste turbogenerator, which supplies compressed air to the Fairey pressure-jet units at the tips of the two-bladed main rotor.

This helicopter offers new standards of lightness, simplicity and economy, bringing tactical reconnaissance within reach of the commanders of small formations in the field. The pilot sits on the starboard side, facing forward, while the observer sits by his side, facing either forward or aft. This arrangement ensures a 360 degree field of vision, as the cockpit canopy offers practically no visual obstruction.

The aircraft can be transported on a standard Army 3-ton truck and, with porter bars inserted in the undercarriage cross-tubes, can be moved manually. Maintenance requirements and fuel consumption are low.

New Staff still urgently required for all departments, call Local 216 or 524.

### BELL X-2 WILL PROBE HEAT BARRIER

A new Bell research aeroplane, the rocket-powered supersonic X-2, will soon probe the so-called heat barrier in flights high over Edwards Air Force Base, Calif.

First plane designed and built to investigate the effects of the thermal 'barrier' on aircraft, the X-2 will enter powered flight tests this year, according to a joint announcement by Bell and the United States Air Force.

Incorporating many innovations in aircraft design, the X-2's performance in a number of glide tests has already proved the soundness of its novel, sharply swept-back design.

The plane, which is designed specifically to investigate heat and speed problems encountered well beyond the speed of sound, will be used solely as a flying research laboratory.

From a drag and power standpoint it is designed to surpass the speed of the Bell X-1A which reached a record-breaking 1,650 miles per hour in December 1953.

To build an aeroplane capable of reaching these supersonic speeds, Bell engineers came up with many new approaches to many old problems. The X-2's several innovations include use of stainless steel and K-monel in the fuselage and wings. Both these metals have a much higher melting point than aluminium which softens and loses much

of its strength at high temperatures.

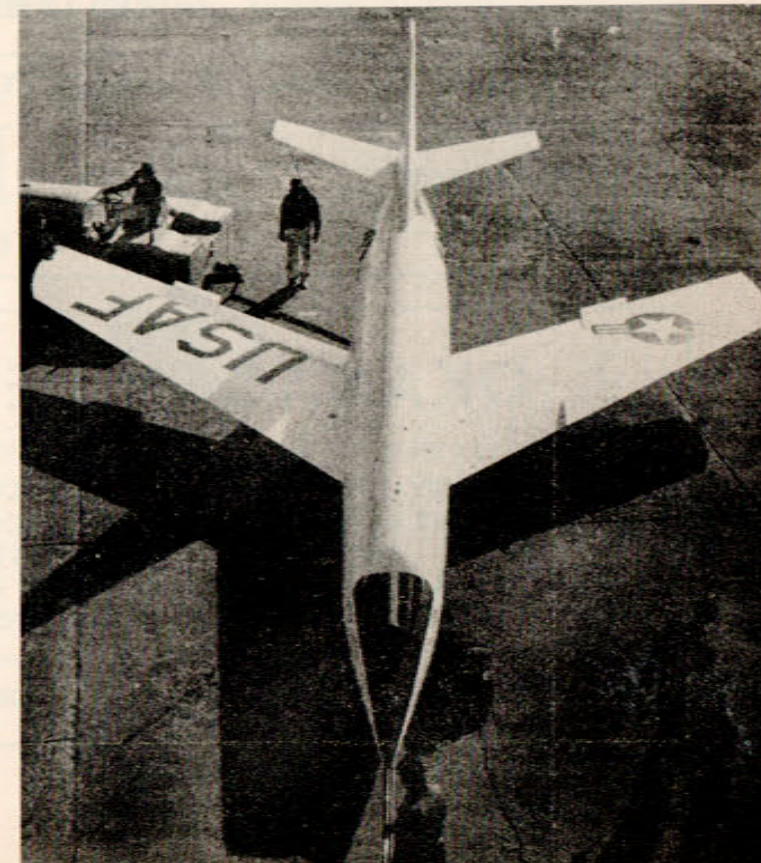
A unique landing gear, incorporating a flat skid rather than wheels, added considerably to the time the X-2 can stay in the air. Additional fuel can be carried in the space ordinarily occupied by wheels and retracting gear.

The X-2 will be powered by a Curtiss-Wright rocket engine capable of developing power almost equal to that developed by a modern cruiser. A comparison of the two, a small aeroplane and a giant cruiser, helps illustrate the tremendous power necessary to drive the X-2 as it explores the relatively unknown flight problems in the thermal regions.

The X-2 is the fourth research aeroplane built by Bell in its continuing program of accumulating valuable data in the high-speed, high-altitude ranges. In 1947, the X-1 cracked the highly-publicized sound barrier, proving that sound

(Continued on next page)

### BELL X-2





**BELL X-2**

(Continued from Page 29)

was no barrier at all. Soon after, the X-5 proved the feasibility of variable swept-back wings. In 1953, the now famous X-1A reached an impressive 1,650 miles an hour.

Special provisions have been made in the X-2 for the pilot's safety. The cabin is heavily insulated, pressurized and detachable. Should the pilot have to leave the X-2 at high altitude, explosive charges would separate the entire cabin from the rest of the aeroplane. A ribbon-type parachute would carry the capsule to a low altitude where the pilot could then parachute to the ground.

The windshield presented still another problem. An ordinary glass windshield would melt at temperatures the X-2 is expected to encounter. Engineers have used highly-tempered glass capable of withstanding almost 1000 degrees Fahrenheit.

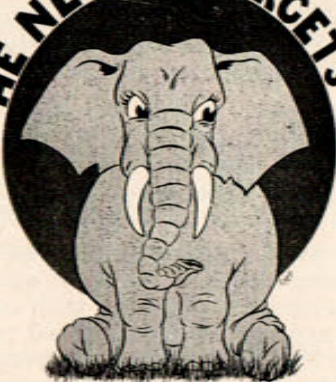
At the altitude the X-2 is designed to reach there are no dust particles to cut down the intensity of the sun's rays and without special protection, the pilot could be seriously sunburned, so the windshield also will resist infra-red rays.

As with the Bell X-1, the first aeroplane to exceed the speed of

sound, a B-50 bomber has been adapted to carry the new plane to the altitude from which it begins its flight. This allows the research aeroplane to start operations with a much greater fuel load, thereby permitting flights of longer duration.

The X-2, a product of the combined efforts of Bell Aircraft Corporation, the United States Air Force and the National Advisory Committee on Aeronautics, was built at Bell's Wheatfield plant.

SECURITY  
**HE NEVER FORGETS**



**BUT YOU DO**  
*Brush Up on your Security*  
**GUARD CANADA'S SECRETS**

PATRONIZE  
OUR  
ADVERTISERS

**A QUARTER CENTURY  
SERVING  
R.C.A.F. PERSONNEL!**

Alf. Thorndyraft's long experience in solving the financial security problems of RCAF personnel can be of real benefit to **YOU**.

Let him give specialized study to **YOUR** life insurance, savings, and retirement income needs!

Write or Telephone

**ALF. THORNDYRAFT**

185 Lombard Ave., Winnipeg  
Phone 92-6144

**The GREAT-WEST LIFE**  
ASSURANCE COMPANY  
HEAD OFFICE - WINNIPEG

**When STORING  
use Canada's  
finest furniture  
WAREHOUSE**



**SECURITY  
STORAGE**  
Phone SU 3-7171

**Agents for ALLIED VAN LINES**

*Shea's*

WINNIPEG BREWERY LIMITED

A NAME OF INTEGRITY THROUGHOUT CANADA

- CHEVROLET
- OLDSMOBILE
- CADILLAC

**DUECK**  
ON BROADWAY

West Broadway  
Vancouver, B.C.  
Canada's Largest  
Automobile Dealer

**OKANAGAN HELICOPTERS LTD.**

In providing a mountain training program for helicopter pilots we have been privileged to serve,

- THE ROYAL CANADIAN ARMY SERVICE CORPS.**
- THE ROYAL CANADIAN AIR FORCE**
- THE UNITED STATES ARMY TRANSPORT COMMAND**
- THE INDONESIAN AIR FORCE**
- THE FRENCH AIR FORCE**

World's largest commercial rotary wing operators.

**VANCOUVER      TORONTO      OTTAWA      TORBAY      GANDER**

**BATTLE OF BRITAIN**

(Continued from page 25)

to don the blue of the RAF and take their part in the Battle. They, too, were numbered among the few.

Canada was represented in the Battle of Britain by several hundred officers and airmen who served as aircrew and ground crew in Fighter, Bomber and Coastal Commands. The names of forty-seven are inscribed on the honour roll in the memorial chapel in Westminster Abbey.\* The great majority of these Canadians who fought in the Battle of Britain were young men who had crossed the Atlantic in pre-war days to enroll in the RAF and serve in units of that Force. There were, however, two fighter squadrons which bore the name "Canadian." One was No. 242 (Canadian) Squadron of the RAF, composed of Canadian fighter pilots in the RAF; the other was No. 1 (Fighter) Squadron of the RCAF (later designated No. 401), which had arrived in Britain on the eve of the Battle. Air Chief Marshal Sir Hugh C. T. Dowding, GCB, GCVO, CMG, who was Air Officer Commanding-in-Chief of Fighter Command during the Battle of Britain, in his despatch, paid tribute to the two Canadian squadrons. "No. 242," he wrote, "became one of the foremost fighting squadrons in the Command. . . . No. 1 (Canadian) Squadron also came into the line and acquitted itself with great distinction."

\* No complete figures are available for Canadian participation in the Battle, but, taking the ratio of casualties as an indication, it would appear that approximately three out of every hundred aircrew were from this Dominion.



In Vancouver It's

*Hotel Devonshire*

For Comfort and Courtesy

**"Hosts to the R.C.A.F. throughout the years"**

## A SMALL FORTUNE

will pass through your hands in the next few years.

**How much will you keep?**

Investors Syndicate savings plans are approved by the R.C.A.F. for payroll deduction.



**ANDY GRIERSON**

Former member of the R.C.A.F.

Your accredited Investors Syndicate representative

Residence Phone: 4-7310

Business Phone: 93-8617



**H. BROCK SMITH**

Manager, Winnipeg Division

Investors Syndicate is also distributor and investment manager for Investors Mutual of Canada Ltd.

## The DONUT HOUSE

**Bakers of Delicious Variety Donuts**

496 Selkirk Ave.  
52-6962

1758½ Portage Ave., St. James  
6-2461

Winnipeg, Manitoba

**DAILY HOME DELIVERY**

## PLANE FACTS

(See Back Cover)

ENGLISH ELECTRIC  
CANBERRA MARK 6

The English Electric "Canberra," Britain's first jet bomber, is the holder of thirteen official world class records. This picture of the Mark 6 bomber was taken during a recent visit of 159 Squadron to Canada and the Bahamas. Powered by two Rolls-Royce "Avon" axial flow jet turbines, the Canberra has a span of 64 feet, length 65½ feet, height 15½ feet, and is capable of speeds above 650 mph. The Olympus-powered version has been flown to 63,600 feet.

**COMPLETE DELIVERY SERVICE TO MARRIED QUARTERS ON REQUEST**

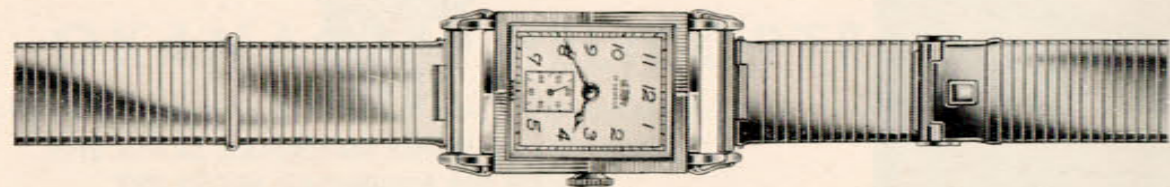
PHONE SU 3-7222

DAY OR NIGHT



372 Burnell St.

Winnipeg, Man.



"LEROY" WATCHES and "LEROY" RINGS imported and Distributed by

**AMERICAN JEWELRY CO. LTD.**

WINNIPEG

MANITOBA

Enquire at Your Central Warehouse or Station Canteen

# 85%

of the goods we sell  
we buy in Canada



## EATON'S OF CANADA

Canada's largest retail organization with stores and order offices coast to coast