

Voxair

PHOTO ALBUM



STORY ON PAGE 19

VOXAIR



THE VOICE
of the AIR FORCE
in Winnipeg

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Editorial

WITH THE COMING of warmer weather it is quite evident that spring is "busting out all over". A welcome sight; but with the disappearance of ice and snow, certain aspects greet the eye which are not so welcome.

The odd used cigarette packet, an empty fruit juice tin, so carelessly thrown aside last winter are now disclosed in all their gory guilt. Station Winnipeg is still growing, but we must now consider that we have "come of age". Certain problems which beset us during our earlier days and which could, then, be attributed to "growing pains" cannot be so readily excused now.

Station Winnipeg is an RCAF Station which is more closely associated with the civilian side of the nation than the majority of RCAF establishments. We occupy a part of a large municipal airport. Granted, not too many civilians get over to our side of the field, but they do hear comments, good and bad, that are passed to them by those who do visit us. Then, too, the many transient aircraft which pass through Winnipeg every day of the week, every week of the year bear hundreds of men and women from all three Canadian services as well as mem-

bers of the fighting forces of the United States.

First impressions may not always be true impressions, but they are important. This is even more true if this first fleeting glimpse a visitor gets of our station will be his only opportunity to get any impression at all of us.

There, then, is a list of a good number of reasons why we should take pride in the appearance of our "home" RCAF Station Winnipeg. Others come to mind, of course, among them being the fact that it is so much more pleasant to work in clean and orderly surroundings than in a dirty and disorderly atmosphere; the fact that personal pride alone should decree that we all show a definite interest in the cleanliness of our station.

"Co-operation" must be the watchword during the spring break-up and, indeed, throughout the rest of the year as well. Pick up that empty cigarette package; dump that used lunch box in the appropriate receptacle—not in the ditch. And if you should happen to come across a wayward bit of refuse floating about the station, unbend long enough to pick it up and deposit it where it belongs.

When the basic cleanliness of a station such as ours has been taken

care of, then we begin to look for something better. Here at RCAF Station Winnipeg the grass of our lawns and boulevards provides that little "something extra" for the eye. Unfortunately, however, this grass must be encouraged and carefully tended if it is to thrive and be an asset to the appearance of our station.

Remember then, keep your eyes open, your feet off the grass and be proud of the appearance of RCAF Station Winnipeg.



COVER STORY

The official arrival of Spring to Winnipeg is heralded by the departure of the ice out of the Assiniboine River. This welcome sight is being witnessed, above, by two of the service personnel of RCAF Station Winnipeg as they pause for a moment during their stroll through the park one sunny April afternoon.

'PEG PERSONALITIES

L.A.C. Earl O. Adams

LAC Earl O. Adams is probably one of the better known airmen on the station. If not an intimate of every adult, Earl can certainly boast first-hand acquaintanceship with the majority of the younger set from Station Winnipeg PMQ.

Earl is the guiding light of a 35 man, or should we say "lad" Boys Club. The club, started by Earl shortly after his arrival at Station Winnipeg, in August, 1951, proved a boon to children and parents alike. Known as RCAF Station Winnipeg Boys Club, and composed of boys from seven to fourteen, the group are given instruction in all types of sports as well as physical training and good sportsmanship. One of the highlights of the program, both summer and winter, is the weekly swimming session at the indoor pool at HMCS Chippewa. Club organization has now progressed to the stage where LAC Adams delegates instructional duties in the various sports to the older boys in the club, keeping a close check on their activities "from the sidelines" as he puts it.

Sunday is no "day of rest" for Earl. As a Sunday School superintendent at the station Chapel he has over seventy-five children in six classes, along with their teachers, to program for.

Earl was born, raised and educated in Montreal. He has been active in all sports, both summer and winter varieties ever since he was knee-high to a hockey stick.

After he graduated from public school, Earl started working with the Northern Electric Company as an office boy. He completed his high

school education the hard way; by attending night school after his day's work was through. His immediate boss decided to advance young Earl and he spent some time in the shops at the Montreal Northern Electric factory preparatory to joining the company's sales staff. Earl has yet to finish the course. He joined the RCAF as an Aero Engine Mechanic in February, 1951, while still engrossed in learning which end was which in a di-pole switch.

His initial training at Aylmer Manning Depot was cut short by an epidemic that quarantined the station for two weeks and stranded himself and a group of other keen young men at Trenton where they spent a delightful two weeks "square bashing" down in the seaplane hangar.

Arriving at Aylmer, he, along with the rest of the "Trenton boys", completed the regular four week course

in two, then off to Camp Borden for his trades training course. LAC Adams reported to Winnipeg in August, 1951 at the conclusion of his trades training. While at Winnipeg he has been a member of the ground crew at No. 4 Flight, Standards Flight, No. 2 Flight, co-ordination office, a still shorter sojourn in the Tool Crib No. 3 Hangar and eventually Repair Squadron, "Where I always wanted to be," says Earl.

Wedding bells will soon usher in Earl Adams to another fraternity—that of the "closed shop" of married life.

Earl's bride-to-be, Miss Shirley Williams, has been a member of the Station Winnipeg civilian staff as a cipher clerk for some time. The wedding will take place in the RCAF Station Chapel in June.

Good luck to you, LAC Adams and to the future Mrs. Adams.



—Photo by Cpl. K. Gregg

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TOKYO RUN By F/O R. T. Barnett



North Star parked in front of hangar at Haneda Air Base, Tokyo.

THIS STORY could have started with the famous expression, "There I was, upside down, nothing on the clock, etc. . . ." but, well you have heard that one before. However, on February 12 I found myself in the back of a North Star winging my way to Japan, and for some time I sat in a semi-dazed condition trying to figure out just what I was doing there. Like all other well-organized movements in the RCAF this had a real touch of thorough planning about it. I had got down from flying about thirty on the afternoon of February 11, was walking down the hall in the GIS when some character said, "Oh, I hear you are leaving for Tokyo tomorrow." I, taking this as a standing joke, said politely, "Drop dead" and went about my business. At 4.00 p.m. someone finally convinced me I was going and well . . . I got there, didn't I?

It took me a half an hour to get my T.D. claim made up and talk the accounts officer into a small advance. My wife was somewhat perturbed with the short notice, but after checking her out on the furnace she even helped me pack my suitcase. Before I said "so-long" to 2 ANS I had a small matter of pawning my course off on a couple of my friends; then, like the Lone Ranger, I disappeared, later to find myself on the way to Edmonton.

We stopped overnight in Edmonton and I became acquainted with the crew. Needless to say, they weren't all temperance people, and we had a short but enjoyable evening in the officer's bar.

From Edmonton the trip to McCord Field in Washington was very scenic. For one who has never viewed the Rockies from the air they were very picturesque and somewhat awe in-

spiring, standing in their majesty with snow covered peaks. After a brief touch-down at Vancouver the trip was resumed to McCord where we viewed beautiful Mount Rainier, an impressive looking peak of some 14,408 feet.

The following day, on the leg to Anchorage, Alaska, I got my first bit of navigational experience. With your permission I will elaborate slightly for the benefit of the navigators. The pressure pattern technique is quite different from the method taught at 2ANS. Briefly, it is based on a "Y" factor which enables you to obtain a pressure pattern drift between any two "D" readings. By applying this to your true heading you can obtain a "Track-Made-Good" position line. This P/L can then be plotted from your last position and either incorporated into a fix or used as a single Position Line M.P.P. Using these pressure pattern position lines and crossing them with astro or Loran Position lines one can do a very successful trip from a navigators point of view.

The method used in obtaining "B-3" Ground speeds is called the "Rhetical Angle" method. This rhetorical angle is found by obtaining the difference between the true angles when aligning the front and rear ground speed lines of the B-3 graticule with one of the antennae mounted on the under side of the fuselage. As the B-3's and antennae are positioned slightly different on each aircraft the "Rhetical Angle" for each aircraft must be ascertained before flight and a factor obtained from a table. The procedure is to adjust the B-3 for drift, and with the

trail angle set at 0°, clock the time it takes for an object to travel from the front to the rear ground speed lines. With the average time obtained from several readings you then use the formula

$$\frac{\text{Absolute Height} \times \text{"Y" factor}}{\text{No. secs.}}$$

which gives a very accurate ground speed.

The North Star does not carry Magnetic Correction Cards for the Gyro-Fluxgate and Gyrosyn Compasses, but rather a log book in which all navigators log their Asco headings, and magnetic corrections found for both compasses, the body used and reliability. In the event of an overcast take-off the corrections listed

An A.N.S. Instructor's Utopia

The Students plied their backs to tasks with zeal,
No need for recreation did they feel.
Three hours or four a night to them was nought
To navigate with ease was all they sought.

The clock moves on; the time slips slowly past;
The pattern of their life has now been cast;
They plot, they learn, they fly, and study hard;
For films and women now they've no regard.

When half the course is done they go on leave,
Enjoying to the full this short reprieve,
With car or bus they travel far and wide,
Mishap and fun, they meet on every side.

The New Year came, they left their break behind,
But did not hesitate to face the grind.
They straightway cramm'd with vigor new,
No thought of pleasure now, or homely brew.

Exams were soon to come to test their minds;
But this no panic caus'd, and so one finds
With pride they see results, and they realize
It was worth while to suffer reddened eyes.

With passing time the end of course drew near,
Engend'ring thoughts of home and people dear.

Thus causing weaker hearts to think of rest;
The greater number, though, still gave their best.

White lanyards now adorn their manly form,
And round the bar each night you see them swarm.

For they have reason now to celebrate,
And try their tutors to inebriate.

So passes out a course who took to heart
The well-meant words and wise said at the start;

They knew that if they did not work and try,
They might in future cause their crew to die.
And so exemplify that though they're brave,
The paths of glory lead but to the grave".

—H. E. Thorne—35A.

in the book will enable you to get a very close estimation of your desired true heading.

For the convenience of the pilot, (and also because the Fluxgate is graduated in five degree intervals) an average compass heading, taken to the nearest multiple of five degrees is flown for several hours. The navigator checks the asco heading once every hour and alters his air plot accordingly; the pilot still flying the one compass heading. On finding a wind shift or fixes getting forty or fifty miles off track then an alteration of heading is given to the pilot. Alterations other than the final D.R. alter heading on a leg are usually given in multiples of five degrees, again as a convenience to the pilot.

The charts used are 1/5000,000 Mercators and are quite a departure from using the 1/1000,000 Mercators. Because of the small scale, fixing is planned every half hour, with one fix on the hour and an MPP on the half hour. Though this may seem "lacking in requirements" any more effort on the part of the navigator would result only in an intangible maze of lines on his chart. With "Pomars" (Position and weather report), PXes (Position and ETA report) and Passenger Bulletins (to let the "live baggage" know when they are going to get there and how much to change their watch so they don't miss breakfast) to fill out the navigator is kept busy.

(To be Continued)

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ODE TO THE MEMORY OF ABLE, BAKER, CHARLIE



But if control's a sleepy type—
A nodder or a dreamer,
Maybe I'll raise him with a call
Of JULIET, KILO, LIMA.

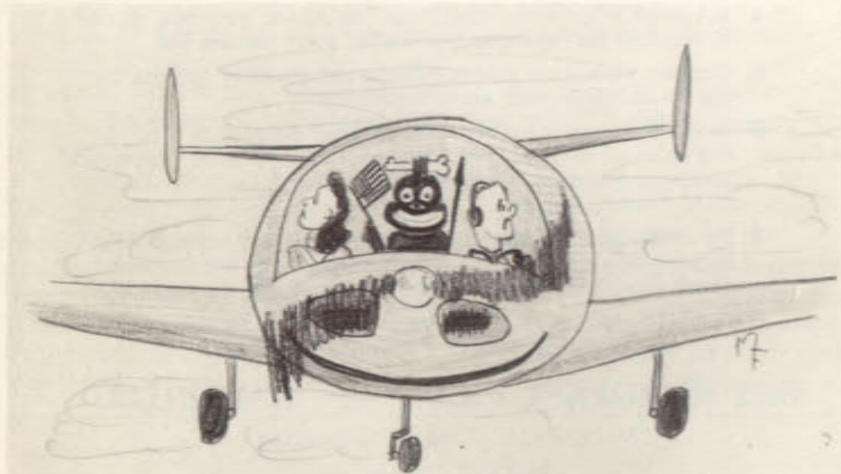
And if I sing out on the air
An aria from Tosca.
Will the CBC bestow
A METRO, NECTAR, OSCAR.

Maybe I'll never sing again,
Or croon a vo-de-do,
But if I do I'll sing it to
My PAPA, QUEBEC, ROMEO.

Now I must burn the midnight oil,
And drink black coffee—mocha,
Whilst trying to learn my ABC,
My ALFA, BRAVO, COCA.

And 'ere I seek a QDM
From Dafoe Range to Minot.
Still I must learn this strange new
tongue,
This DELTA, ECHO, FOXTROT.

And then when navigation fails,
And beam winds wax still windier,
I'll drop into the nineteenth hole—
The GOLF HOTEL in INDIA.



And when across the stratosphere,
Rad. Offs. hold communion,
Still this jargon binds them to
SIERRA, TANGO, UNION.

But I must learn it all the same,
(To do without seems risky)
I'll wrestle nightly with myself,
And give the VICTOR WHISKY.

And when I have it all off pat,
And when I fly with Lulu,
Still I must take this odd man out,
This XTRA, YANKEE, ZULU.

—A/P/O Freestone, 25WB



Huge Crowds View . . . WINGS PARADE



Photos by Cpl. J. R. Pattison

Air Chief Marshal Sir John W. Baker, K.C.B., M.C., D.F.C., A.D.C., smiles appreciatively as he listens to senior officers of the Air Navigation School explain the activities of the school.

Over one thousand spectators were on hand at RCAF Station Winnipeg Wednesday evening, April 8, to see

Air Chief Marshal Sir John Baker, K.C.B., M.C., D.F.C., A.D.C., Vice Chief of Air Staff, RAF, present wings to successful graduates of navigators course Number 34.

The forty-five men to receive their wings on this impressive military parade included seventeen French Cadets, twenty-two British Cadets, five Belgian Cadets and one Cana-

dian Cadet. When the lone Canadian graduate, Flight Cadet R. D. J. Fabbro, of Winnipeg, stepped up to receive his wings from the presenting officer, a firm round of applause swelled from the audience.

The parade was resplendent with colour as the NATO flags of Britain, Belgium, France and Canada were carried to the fore prior to the playing of the National Anthem. The Honour Guard, nattily clad in their neat blue uniforms and white webbing, wearing white gloves and sporting chrome plated spike bayonets on their rifles, acted as one man as they came smartly to the "present" as the reviewing officer mounted the dais.

Nearly one hundred and fifty air cadets and school children who attended the ceremony were treated to a free motion picture show in the station theatre following the parade.

Martial music was provided by the Tactical Air Group Band.



Photos by Cpl. K. Gregg

The reviewing officer chats briefly with Warrant Officer E. G. Muuro, member of the colour party.



Photo by Cpl. K. Gregg

Air Chief Marshal, reviewing officer, inspects the graduating class honour guard during the graduation ceremonies held in number four hangar last month. Directly behind the Air Chief Marshal can be seen Air Commodore J. G. Bryans, Air Officer Commanding 14 Training Group Headquarters, and at extreme right, Guard Commander, Flight Lieutenant R. Davies.



Photos by Cpl. J. R. Pattison

Group Captain R. B. Ingalls, station Commander, left, Air Chief Marshal Sir John Baker and Air Commodore Bryans share a light moment during the Air Chief Marshal's tour of RCAF Station Winnipeg.

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Canada and the Jet Age

☆ Reprinted from the Star Weekly

IT'S 16 YEARS since Phil Garratt gave up part-time test flying for de Havilland, an aircraft plant north of Toronto, and moved inside as manager. In that time, the number on the payroll has soared from 25 to 2,500. What was little else than a "glorified garage," assembling a "pocket model," English open-cockpit plane, has become a sprawling industrial giant with 500 times as much floor space. And it's producing a Canadian-designed aircraft which has found its way into practically every country this side of the Iron Curtain. Its varied services range from coast guard patrol in Finland, to airline service in Japan, to army transport and ambulance duty on the Korean war front, and to bush work in the Canadian Arctic.

Yet this is only a modest example of the jet-speed growth brought to Canada's plane-making industry by the jet age. This growth has, in three years, won for Canada its wings as one of the giants in the highly competitive world field of aircraft manufacture.

The industry's story-book growth has seen payrolls multiply four times in these three years, from 15,000 to 60,000—many times higher than the previous peacetime peak. So, almost overnight, aircraft has become one of Canada's largest manufacturing industries. And the payroll figure promises to soar another 20,000 to 30,000 by the end of the current year.

In the case of Phil Garratt, a Canadian who is recognized as having contributed mightily to this new greatness for Canada, he is not without honor in his own country. Last November, he was awarded the McKee trophy — in recognition of having made the greatest contribution of any Canadian to the nation's aviation in 1951.

Garratt is one of that famous school of pilots, which included the World War I fighter aces, Bishop and Barker, who barnstormed Canada in the early '20's. Now, as perhaps the world's only grandfather who can fly a jet, he has been honored not for his flying prowess, but for his part in establishing a big-time Canadian aircraft manufacturing industry—the first time the trophy has gone to a manufacturer. It's a symbol of the recognition by Canada's own flying fraternity—perhaps the Canadian manufacturers' most critical audience — that this country's plane-makers "have arrived," and that they can produce aircraft and engines to compare with the world's best.

The jet-speed growth of the industry has seen the A. V. Roe plant at Malton, Ont.—an offspring of the gigantic Hawker - Siddeley aircraft manufacturing group of England—become so large that today it dwarfs every other plant of the Hawker-Siddeley group! And Hawker-Sid-

deley, it should be noted, is so large it accounted for most of the planes used by the RAF since World War I. Further, a new government-owned aircraft engine plant at Avro is the largest in the British Commonwealth. And Avro, in partnership with the federal department of defence production, is the only commonwealth company bold enough to build both aircraft and engines.

Another example of the child's outgrowing the parent is Canadair, in Montreal. It's a youngster of General Dynamic Corp., a large U.S. corporation whose offshoots produce submarines and other war weapons. Today, practically the entire profits of General Dynamic are earned from its Canadair subsidiary. "It's a case of the tail wagging the dog," a Canadair official explained.

Neck-and-Neck Race

One warplane coming off the assembly line at Malton will represent bread and butter to upwards of 150,000 Canadians, including wives and children of workers. The total will be reached when the current output target is topped later this year. The plane is the Canadian-designed CF-100, the world's first all-weather jet

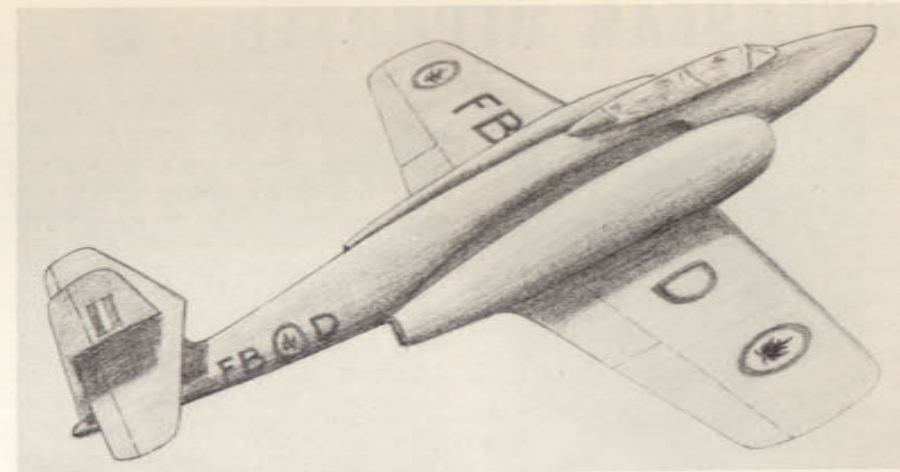
fighter, and its engine, the Orenda. The latter is unique in being not only the first aircraft engine ever built in Canada, but the world's second most powerful jet plant.

To put this plane in the air the Avro plant has mushroomed from what was considered to be a sizeable "test tube" operation employing 3,000 in 1949. The total recently had reached 12,000. By the end of 1953 it will be up to 18,000 or more. For every man employed at Avro—the cradle of Canada's jet plane industry—there are 1½ workers building components for the CF-100 and Orenda engine in 400 other Canadian factories. These plants are scattered from Nova Scotia to Winnipeg.

Many are newly located branch plants of U.S. and U.K. companies, attracted to this country by the phenomenal expansion in the aircraft industry. Others are factories which converted from civilian goods to plane parts. For instance, a former refrigerator maker now is producing that product of extremely high precision, the blade for jet engines.

The Avro employment story is practically duplicated at Canadair in Montreal, which is producing jet fighters and trainers for the Canadian, U.S. and U.K. air forces. (Included are Sabres, some of which are now on the battlefield in Korea). Canadair's labor force will reach its peak at around 17,000 late in '53. The two companies are running neck and neck for the title of "largest employer of any Canadian factory." This will be won by the first plant to pass the 15,000 mark, the present top factory figure—at the Ford Motor Co. in Windsor.

Industry officials are the first to admit that the mushroom growth of



Gloster "Javelin" by F/O Murray Faulder

the industry is highly vulnerable—because it is based on an artificial prosperity, geared almost entirely to Korea and the cold war. However, one significant thing it has done is to assemble in Canadian factories a treasure chest of know-how, plant space and trained personnel—all of which, it is hoped, can be directed into peacetime output, once the defence bubble bursts.

The industry right now is boldly laying the groundwork for a switch to the manufacture of commercial airliners. That's a tough league, in which Canada never has tried to compete up to now, with the exception of the North Star, a modified version of the U.S. DC-4. The North Star is the backbone of TCA's main-line fleet and also was bought by a British airline, which flies it as the Argonaut.

The Jetliner, first and only jet passenger airliner yet built on this continent, may win a star role in the race for commercial markets. The first prototype of this Canadian-designed machine was completed and flown three years ago by the Avro com-

pany at Malton. It's a 50-passenger, 435-mile-an-hour aircraft.

While the first order had been received from a U.S. airline, it never was filled, because the Jetliner has had to be virtually "mothballed" for over a year. This was necessary to permit Avro to concentrate on smoothing out production bugs on the CF-100, and building a giant new plant for the Orenda engine. But now the stage is set to seek sales.

Two Irons in the Fire

The Canadair plant has at least two irons in the fire for the passenger airliner market. Negotiations are in an advanced stage with a British manufacturer to get the Canadian license to produce the giant Britannia turbo-jet airliner. It will carry 70 passengers. (Trans-Canada Air Lines is eyeing this machine as a possible successor to its North Star, which may not be far from being obsolete for mainline service. An order for British-made Viscount aircraft was placed recently by TCA, for delivery in 1954, to supplement the North Star fleet.)

(Continued on page 20)

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Photo by Sgt. S. Beaujoin

Corporal L. L. Haggerty, above pensively contemplating his forthcoming journey to England as a member of the RCAF contingent to the Coronation, rates more than passing mention from the editorial staff of "Voxair".

Cpl. Haggerty has been a steadfast contributor to the columns of this magazine since it was first printed, 'way back last spring. As the 14 Training Group Headquarters representative he covers his assignments with speed and despatch, occasionally going "off beat" long enough to present us with the odd literary effort of his own choosing.

Cpl. Haggerty has kindly consented to carry on his fourth estate duties while in the "Old Country"

and will, we hope, deluge us with reports on his trans-oceanic, trans-continental adventures as well as any other interesting events which may transpire while he is away from Winnipeg.

Cpl. Haggerty has a rather impressive military career, starting with early training at the King's County Academy in his home town of Centerville, Nova Scotia. He joined the 2nd Battalion of the West Nova Scotia Regiment in 1940 as an officer cadet. Army life and Cpl. Haggerty proved incompatible, and in April, 1941 he "signed on the dotted line" with the Special Reserve of the RCAF. By 1944 he was Station Warrant Officer at Cap de Madelaine, and later at St. Jeans, Quebec, and late that year he was transferred to 14-SFTS Kingston, Ontario as physical training instructor with the Fleet Air Arm of the Royal Navy.

In 1945, while on staff at No. 1 Port Transit Unit, Halifax, he made

several trips across the Atlantic on troop movements with the Air Force. Upon cessation of ship conducting duties he was posted to RCAF Station Dartmouth, and during his stay there drilled the Guard of Honour which was to welcome Field Marshal Montgomery to that station in 1945. In December of that year, Cpl. Haggerty accepted his release from the RCAF.

Re-enlisting in the RCAF (Regular) as a Clerk Administrator, he served on the East coast for two years and was then posted to Gimli, Manitoba. Cpl. Haggerty came to 14 Training Group Headquarters in August, 1951, and in October, 1952, was a member of the Guard of Honour for the Queen, then Princess Elizabeth, on her arrival in Winnipeg.

As our overseas correspondent, Cpl. Haggerty will view the hustle and bustle of Coronation-minded London for each and every one of us—so, good journey, Corporal!

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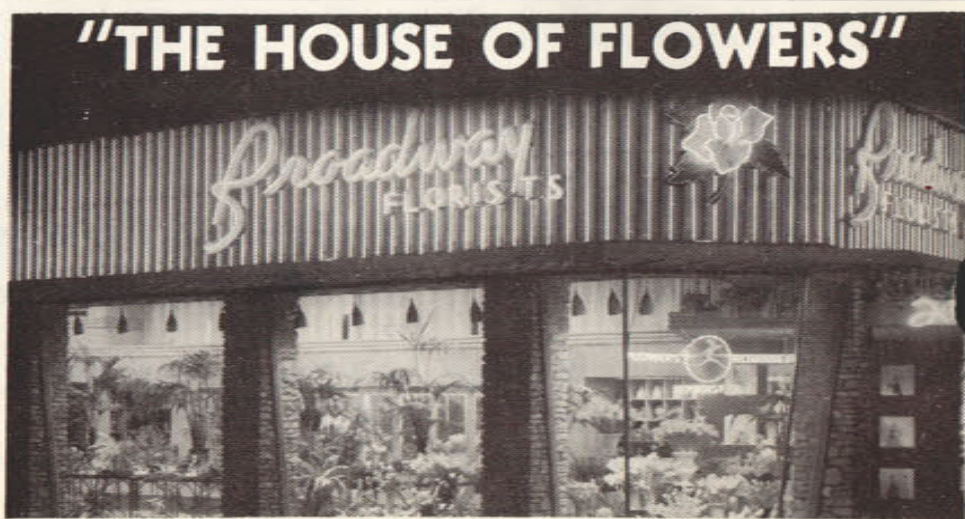
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Coronation Contingent

Air Force Headquarters recently released the names of 213 RCAF officers, airmen and airwomen who will represent the Air Force at the Coronation. The list includes 116 RCAF personnel who will travel from Canada, and who will march in the Coronation parade, and 97 from RCAF bases overseas, most of whom will serve as street liners. Both Regular Force and Auxiliary personnel are included.

Six men, three Corporals and three Leading Aircraftmen, will represent RCAF Station Winnipeg; 14 Training Group Headquarters; 402 (Aux.) Sqdn. and 2402 (Aux.) Radar Unit. They are: Corporal L. L. Haggerty, 14 Training Group Headquarters; Corporal A. Dumayne, Corporal C. L. Stoen, Leading Aircraftman C. E. Grace, all of RCAF Station Winnipeg; LAC J. A. Stewart, 402 (Aux.) Sqdn., Winnipeg, and LAC B. R. Sellers, 2402 (Aux.) Radar Unit, Winnipeg.

The RCAF marching party in the Coronation parade will be headed by Wing Commander J. C. Watts, D.S.O., D.F.C., a 32-year-old wartime navigator from Hamilton, Ont. Second-in-command of the marching party will be Squadron Leader D. C. Cameron of Vancouver, a member of 443 Auxiliary Squadron there. In charge of the street-lining group will be Squadron Leader Don Laubman, D.F.C., of Edmonton, who is serving

at the RCAF's Air Division headquarters on the Continent.

Fifteen airwomen, headed by Sqdn. Leader Sylvia Evans, of Edmonton, are included in the group sailing from Canada. Also included are 30 members of Air Force flying and group Auxiliary units across Canada.

RCAF personnel Coronation bound from Canada will assemble at RCAF Station Rockcliffe, just outside Ottawa, in late April and early May, and will go from there to Valcartier Army Camp, for embarkation from Quebec City. On arrival in Britain they will be based with Canadian Navy and

Army Coronation personnel at Pirbright Army Camp, outside London, where they will train for their ceremonial duties. The Air Force servicewomen will be quartered at nearby Richmond Park.

All of the Coronation group proper from Canada will march in the procession, and with them will be five airmen drawn from overseas bases. The remainder of the group, drawn from the overseas bases, will act as street-liners. A four-man administrative team from Canada will accompany the Air Force marching contingent when it leaves Canada.

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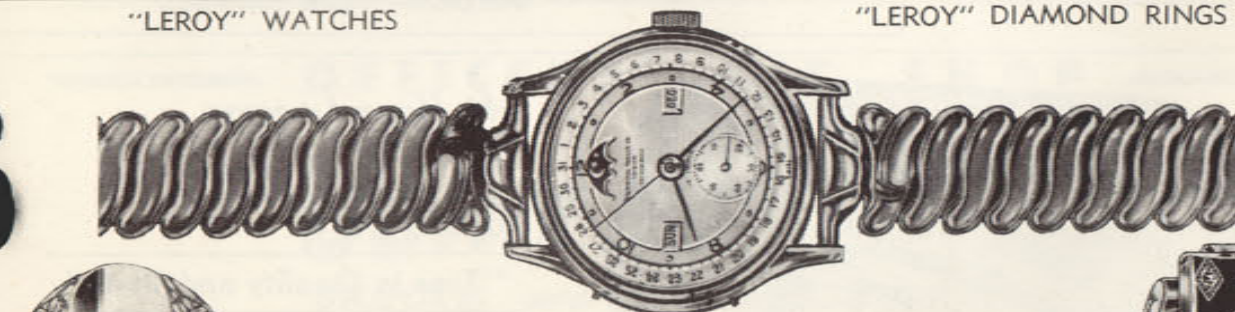
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Vox Pop

The Editor:
Suggestion:

The station magazine is improving with age.

Has any thought been given to adding what I think a very interesting column, namely, "Letters to the Editor"?

This I think would create a large interest among the Station personnel in reading what the other fellow thinks instead of listening to him bind or moan about something in the magazine. It is noted that this sort of column is the most widely read in all magazines, so it may prove a point in your magazine.

F/O J. R. Pollock.

Letters to the Editor

As you may have noticed, any periodical, be it magazine or newspaper, has a letters to the editor column. Everyone, that is, except "Voxair". The prime requisite for such a column is a supply of letters to print in it. Today we have received our first.

Excited as a covey of doves at peace-time, the staff rushed about showing it to each other. Surely, we thought, this is the beginning of a new era! At last people were going to let us in on their innermost thoughts; give us the low-down and hit the high spots regarding "Life in a Putty Knife Factory"; "My impressions of world travel", etc.

Well guys and gals, now that you know where we live—let's live it up a little!

Constructive criticism we welcome. Remember, though, that the libel laws still apply to "Voxair" even though it's a non-profit service publication, so keep your letters clean; keep them candid, but above all—keep 'em coming!—The Editor.

With a grinding of brakes, the officer pulled up his motor car and shouted to a little boy playing in the field: "I say, sonny, have you seen an airplane come down anywhere near here?"

"No, sir," replied the boy, trying to hide his slingshot. "I've only been shooting at that bottle on the fence."

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Airplanes . . . "HITCH RIDE"

ALTHOUGH jet streams — narrow bands of phenomenally strong winds at high altitude — have remained a major mystery since their discovery some 33 years ago, they are proving a time-saving boon to Boeing Stratocruisers on long flights over the Pacific.

Pan American World Airways, for instance, since last November has been cutting seven hours from its usual 18-hour Tokyo-Honolulu run by riding the jet stream. Northwest Airlines, too, has been taking advantage of this tempestuous tailwind, while Military Air Transport Service has made good use of it with its Boeing C-97 Stratofreighters of the Pacific Airlift.

Today's high-flying military aircraft, especially jets, also are getting the added boost from jet streams, and pilots of jet transport of the not-so-distant future undoubtedly will go jet-stream hunting on their commercial flights.

A jet stream was first encountered in 1920 when the late Major R. W. Schroeder took a LePere biplane higher than man had ever dared to go before. At 33,000 feet over Dayton, Ohio, he pointed the plane toward the west, only to wind up east of his starting point.

A quarter of a century later Boeing B-29's bombing-bound over Japan often encountered similar type winds, some crews returning with the report their 300-miles-per-hour Superforts had been pinned virtually motionless in the air.

Across the years such bits and pieces of information as these became available to students of the upper atmosphere. But there was no pattern to them until, in 1947, weather experts at the University of Chicago organ-

ized the facts. The Chicago people even produced the name "jet stream" for the high-altitude winds.

Despite aviation's growing utilization of the jet stream, however, the swift flow of air remains in great part one of nature's mysteries. No completely satisfactory explanation has yet been found for what causes it.

All wind flow, however, is based on temperature differences. One promising theory of the jet wind, stemming from this fact, is that the collision of warm and cold currents produces a transformation of energy. Potential energy in the air is turned into kinetic energy—the energy of motion. The greater the temperature difference, the greater the wind.

A second jet-stream theory is that
(Continued on page 29)

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A REVOLUTIONARY NEW AIRCRAFT . . .

ALTHOUGH not widely publicized, without doubt one of the most important occurrences in aviation during 1952 was the first flight of an interesting new prototype. It was the "B" Delta, the name the long-haired, bespectacled boys of the back rooms so aptly bestowed. This they did quite conceivably as it formed an unusual combination of biplane and delta planform.

The B.D. (short for Bi-Delta and not to be confused with Bravo Delta) left the workshops of the A. V. Noe (AVNO) Aircraft Company for flight trials at Mustcum Down on the 30th February last.

The B.D. has variable-incidence, high-speed section wings, which are swept daily to varying degrees and sometimes back and off, especially during flight. Power is derived from a larger series "Nomad" engine and two Legweke-Fiddley "Flapshire" turbojets of precisely 3½ lbs. static thrust each, giving the B.D. a speed well in excess of that normally achieved by the "Queen Mary".

It has a combined wheel, ski and float undercarriage and the beautiful lines of its fuselage are unmarred by excrescences, except for cool cheek intakes, with a bleeding boundary layer, a perishing anti-freeze cut-off, and a flipping switch just aft of the forward gun turret. It also carries additional equipment in the form of a radar blister, ten external cannon, bomb racks, a torpedo crutch, a small 999 gallon fuel tank, a rear gun turret, catapult points, a deck arrester hook, a periscope, a T.V. aerial, rocket rails, a glider towing yoke (egged on by the Chief designer), a target towing windmill, bifurcated ducts, doofercated bats, fiberdated cats and an attachment for taking stones out of horses hoofs.

Included in the wing (though not mentioned earlier) are leading edge slats, built-in slots, slotted flaps and fences for the crooks in the leading edge. There is a rota for the daily sweep, enabling the B.D. to ascend vertically, fly backwards and sideways while no difficulty at all is encountered in descending vertically.

Research is going on at R.A.E. along with most of the technicians as to why the Bi-Delta will not at present fly forward. This, however, is a comparatively minor defect, and can quickly be rectified. The ability of the B.D. to fly backwards until its jet efflux meets its mach cone is surely adequate compensation, while on later models there will be mirrors to show the pilot where he has come from and where he can go.

Construction of the Bi-Delta is entirely of wood with a barrel-shaped body and cantilever branches. Its lighting equipment totals about 20 candlepower, while again for those who are statistically minded, it has been calculated that it has the capacity of no fewer than three shoe boxes, incorporates enough wire to stretch halfway round the average drawing room (though not enough to reach the plug), is nowhere near the size of the world's biggest airplane, but towers several inches taller than the average roller skate. Finally, if all of its designers were laid end to end it would be a very good thing.

Normally our flight assessments have to follow the normal ARP test schedules, but this time we had to conform with ICAO, IATA, MCA, MAS, ABAC, BGA, ULAA, GAPAN, BEA, BOAC, CAA, CAB, TCA, PAA, AID, DDT, RAeC, RAeS, RAF, RAE, A and AEE, TRE, CGG, QBI (Quite Blatantly Impossible) proced-

ures, not to mention the Forestry Commission, which made the whole business, if one may say so, Nectar Bravo Golf.

However, with a merry laugh, I pushed open the throttle, which immediately went smartly through the front bulkhead and we were airborne. Unstick speed appeared to be about 90 light years per quarter, according to the meter, but there was a tendency to bounce and swing that was strictly be-bop. Because of the public demand for the slackening of Government controls the ailerons had a lot of backlash.

Harmony of controls in turns is sweet and low, but release of the elevator gave rise to a series of phurious phugoids.

A starboard stick displacement results in fifteen flick rolls, while a similar movement to port results in the stick coming out of its socket. Longitudinal stability presents no worry as the control column is immovable fore and aft. No violent changes in trim occur with rapid throttle movement, except that the Bi-Delta is probably the only plane ever to complete ten consecutive bunts.

Some of the equipment is highly classified, but I shall not hesitate in confiding the fact that its secret is in the form of a skyhook. This revolutionary device is designed to catch mackerel clouds, although it may sound fishy, it is indeed a cirrus matter. There was definitely magic in the air as it was a wizard day, moreover, the engines behaved perfectly and the B.O. was positively bewitching.

Having reached a safe height of 50,000 feet I tried some stalling tests on the Bi-Delta and found that it had the gliding angle of a brick, though,

I might add, a very nice brick. At the stall, where coffee was served there was a tendency to flick over to port, which is really hard luck. However, recovery is immediate on hitting the ground. But before this could happen I remembered the elevator, which is fitted to the upper wing as there is now no tailplane, and with this lift I managed to get the B.D. flying once more or less.

Experts will recoil at my next move. Making the knots from the A.S.I. I tied them all together, looked in the radar box, which gave me plenty of scope, and then, as the airspeed built up in the sickening, soul-destroying, hair-raising, non-habit-forming, terminal velocity, over-the-vertical death dive - 15 - 16 - 17 m.p.h., an idea struck me and it hurt rather badly. Getting out onto the rear gun turret I took two toy balloons from my pocket, tied them over the jet orifices, so inflating them and reducing the I.A.S. back to normal. From here I was able to regain control and bring the Bi-Delta in for a landing.

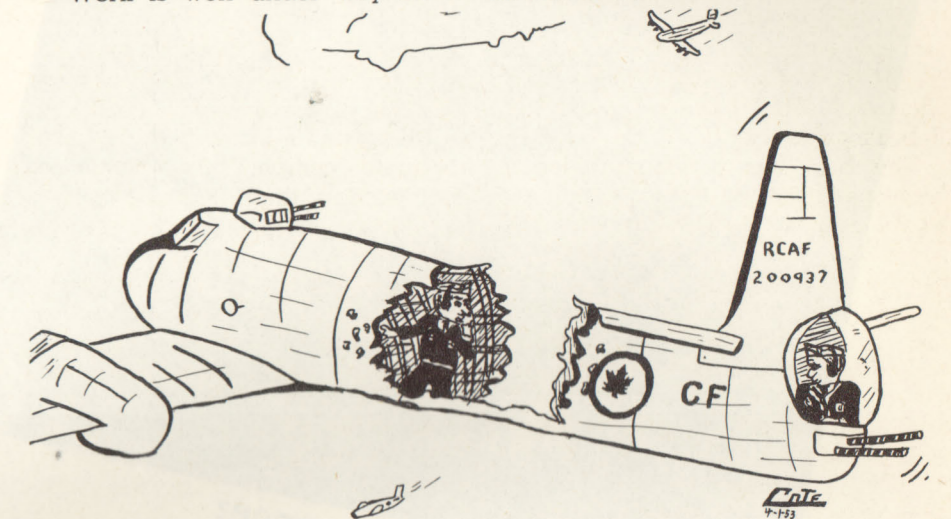
In spite of the tail parachute, touchdown was still rather hot; I found later that the two rear fuselage trimmers and the tissue covering had

caught fire on landing. Still hurtling down the runway at something like walking pace, I slapped on the brakes. This had an immediate effect on the undercarriage, though the plane itself continued on its way. Dead ahead was the M.C.A.'s house. I had one remaining chance, and this I took gladly. I extended the arrester hook, and by sheer good fortune it caught on the washing line and the flight ended abruptly.

Work is well under way on a

new prototype, named the Tri-Delta, and I have been asked to make the first flight, though after what happened to the Bi-Delta, I feel somewhat reluctant to take any such step. However, should I feel so inclined, my report will appear in due course.

This report was compiled by one of the test pilots (alias M. D. Free-stone) of A.V.Noë Ltd., who, for some reason he doesn't quite understand, is now training as a Navigator in Course 35WB.



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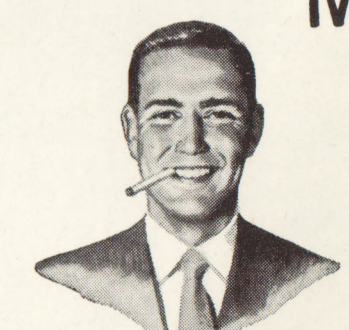
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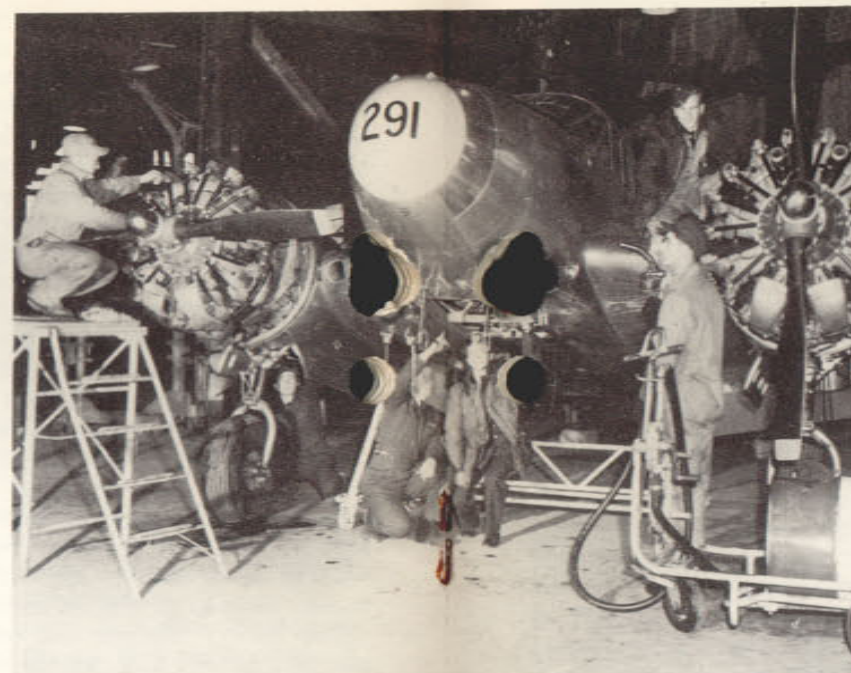
NEWS IN PICTURES

... See Page 18 for Descriptions

Photos by Cpl. L. E. Norton
and Cpl. K. W. Gregg



OPEN WIDE



STRIP TEASE



SHOCKING AFFAIR



WHAT SAY



GET THE DRIFT



LYING DOWN ON THE JOB

News in Pictures...

Open Wide

Two Aero Engine Technicians pry at the toothy engine of a Beechcraft during a practical period in the Trade Advancement series at RCAF Station Winnipeg. LAC D. G. "Don" Maddock, left, of No. 3 Flight prepares to pull a plug, while AC D. C. "Doug" Bruce of No. 2 Flight, stands by with the anaesthetic.

Strip Tease

Five airmen of RCAF Station Winnipeg are stopped by the camera as they proceed to divest a willing Beechcraft Expeditor of all her inner most secrets. From left to right the interested airmen are: LAC D. "Dennis" Doroshuk, Aero Engine Technician from No. 4 Flight; LAC R. "Rudy" Handel, Air Frame Technician Instructor with the Trade Advancement Section?; AC R. "Ron" McDougall, Air Frame Technician with 111 Rescue and Communications Squadron; AC H. "Robby" Robinson and AC L. "Slim" Hudson, both Aero Engine Technicians with 111 Squadron.

Shocking Affair

Corporal "Glen" Stuart, right, electrician, twiddles knobs and keeps his eye on the dials of the test equipment while LAC A. "Art" Scarlett, electrician with the trade advancement section, separates the "positive" from the "negative" for practice purposes during a Trade Advancement period in No. 3 Hangar.

What Say?

Corporal A. M. "Dill" Larsen endeavours to establish contact with fellow Radio Technician AC G. "Scotty" Thomson of RCAF Station Winnipeg as they carry out test procedures on the intercom. equipment in a navigation aircraft.

Get the Drift?

Corporal D. K. "Don" Montgomery left, and LAC F. J. Simon check the serviceability of a navigator's drift meter during a routing check of an ANS aircraft at Station Winnipeg.

Lying Down on the Job

Air Frame Technicians LAC C. R. "Chuck" Grasley, of No. 4 Flight and AC A. D. "Dennis" Peate of No. 2 Flight, carefully examine the tail-wheel assembly of an Expeditor aircraft while "assuming the angle" to get a better view.



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PLANE FACTS

ONE OF the fastest known bombers in the world, the B-47 Stratojet is a six-jet engine, swept-wing bomber being built in quantity for the U.S. Air Force. The Boeing-designed B-47 is also being produced by Douglas Aircraft Co., Inc., at Tulsa, Okla., and by Lockheed Aircraft Corp. at Marietta, Ga. Dimensionally, the airplane is generally similar to the Boeing B-29 and B-50 Superfortresses.

Most details of the airplane's performance are classified by the Air Force, which describes it merely as a "medium" bomber "in the 600-mile-an-hour class." Since the first flight of the original XB-47 on December 17, 1947, one of its most outstanding achievements has been a record-breaking transcontinental speed dash in which it covered the 2,289 miles from Larson (Moses Lake) Air Force Base in central Washington to the Andrews AFB, Maryland, in 3 hours and 46 minutes. Average speed for the flight, made February 8, 1949, was 607.8 m.p.h.

The XB-47 which made this flight was equipped with six General Electric J-35 engines of 4,000 pounds thrust each. Production model Stratojets utilize six General Electric J-47 engines which, although essentially the same size and weight as the J-35 engines, provide more than 5,800 pounds thrust each. These engines give the B-47 a total of 34,800 pounds thrust, compared with 24,000 pounds supplied by the original engines on the XB-47.

The first of the production Strato-

jets, designated B-47A, was rolled from the Boeing-Wichita factory on March 1, 1950. The current production model of the Stratojet, the B-47B, was announced by the company on May 4, 1952. At the end of 1952 this factory was producing the new model at the rate of more than one each working day. Total B-47's completed by the end of 1952 were more than 300.

Vital Statistics

Dimensions: Wingspan, 116 feet.

Sweepback, 35 degrees. Length, 106 feet, 8 inches. Height, 27 feet, 11 inches.

Weight: Maximum takeoff, 185,000 pounds.

Power: Six General Electric J-47 turbo-jets rated at 5,800 lbs. thrust each. Provision also for 18 integral JATO rocket units rated at 1,000 pounds thrust each.

Speed: 600-mile-per-hour class.

Service Ceiling: Over 40,000 feet.

Range: 3,000 miles.

Landing Gear: Dual main wheels in tandem, with single outrigger near each wing tip.

Bomb Load: More than 20,000 lbs.

Crew: Three—pilot, co-pilot, navigator-bombardier.

Armament: Two .50 calibre machine guns in tail turret.



(Boeing Airplane Company Photo)

Boeing B-47B Stratojets such as this now are coming off the production line at the Boeing Wichita Division at a rate of better than one a day, while Douglas and Lockheed augment the program at Tulsa, Okla., and Marietta, Ga., respectively. More than 300 of the swept-wing, 600-miles-an-hour bombers have already been produced for the U.S. Air Force. The Stratojet is powered by six General Electric J-47 turbojets, each of 5,800 pounds thrust, plus 18 rocket units providing an additional 20,000 pounds of thrust, for heavy takeoffs. Maximum gross takeoff weight is 185,000 pounds, including ten tons of bombs. An earlier model, one of the original Seattle-built XB-47's, using less powerful engines, in 1949 flashed across the nation at an average speed of 607.8 miles an hour, covering the 2,289 miles from Larson Air Force Base in central Washington State to Andrews Air Force Base in Maryland in only three hours and 46 minutes.

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(Continued from page 9)

The Canadair company, with great enterprise, is going after another lush plum in the commercial airliner field. It plans to build a new Canadian-designed aircraft to become the successor to the DC-3. The latter is known as the "workhorse of the airlines," and is probably in greater use throughout the world than any other airliner ever built. Both major Canadian airlines, TCA and Canadian Pacific, use it widely on branch lines.

It has been considered obsolete for years, although still completely air-worthy. But no one has been able to build anything better. Canadair thinks it can. And it has a 32-passenger machine, known as the CL-21, on the draughting boards.

Canadair now is completing a world-wide survey, including the Far East, South America and Europe as well as this continent, to determine how many it can market. To be able to sell at the right price, and make a profit, it must be assured of a demand for 300 aircraft. (One U.S. company lost \$16,000,000 producing a similar plane, when it could sell less than 200.)

Canadair's survey of world markets for its proposed CL-21 is typical of what Canadian aircraft manufacturers must do to produce commercial airliners. The Canadian airline market in itself is relatively too small. So to get production up to the mass-output level necessary to make it economic, the biggest part of output will have to be marketed in other countries.

Self-Sufficiency the Aim

Canadian manufacturing officials show little concern on this score, expressing confidence in the ability of Canada to break into foreign markets. The country's manufacturing

reputation is excellent elsewhere. In price, there is good reason to believe we can compete. A Canadian factory is producing the Sabre fighter, for instance, more cheaply than the same plane is being made in the U.S. And with bush planes—the aircraft which we've already sold widely in foreign markets—Canada has done well. It is, in fact, the acknowledged world leader. De Havilland of Toronto, for instance, already has sold its Canadian-designed Beaver aircraft to 22 countries.

With the exception of \$10,000,000 invested by Avro's parent company, the Canadian taxpayer has footed the bill for the entire Avro project. Ottawa spent, for instance, \$38,000,000 on the Orenda engine plant, which is operated by Avro for the government. Avro has a first option to buy the building, if it later wants to go into civilian production with it. Ottawa has poured another \$82,000,000 into Avro to pay for the cost of producing fighter aircraft and engines.

The jet age has brought unbelievably high costs to the production of aircraft. For instance, the radar equipment for the new CF-100 alone costs as much as the entire Spitfire

did in World War II. The price for the latter was \$35,000 to \$40,000 per aircraft. The CF-100 is expected to cost somewhere between \$500,000 and \$1,000,000 each. A closer figure won't be known until peak production is reached late in '53. Another example of astronomical jet costs is the Jetliner. About \$8,000,000 was spent before the first prototype was airborne.

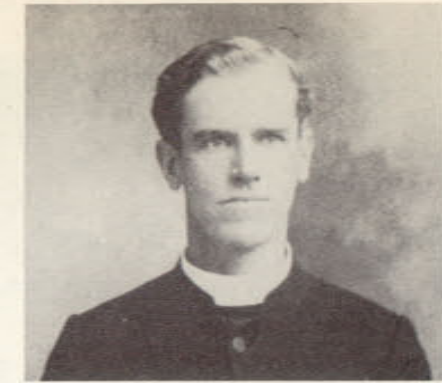
And why has a relatively small country like Canada stepped into this field, with its fantastic costs and long gambles?

For one thing, officials of the department of defence production explain, it is one of the essential steps leading to Canada's industrial maturity. Of greater direct benefit, however, is that Canada had too many sorry experiences in World War II trying to equip its own air force. This was particularly true with respect to aircraft engines. War production officials in Ottawa didn't get needed equipment, even by going down on bended knee to Allied capitals. Also, the conception of Canada's own home defence has changed radically since 1945. The only way to meet the distinctive needs of the nation's outer perimeter of defences is to design and build our own aircraft models.

The war no sooner was over than that great architect of Canada's current industrial greatness, Rt. Hon. C. D. Howe, minister of defence production, decided the groundwork must be laid for Canada to be self-sufficient in air force planes. He had met widespread opposition when he decided in 1936 that Canada should have a national airline. Canada wasn't ready and it would be financial suicide, the critics argued. But time since has vindicated him. Trans-Canada Air Lines today is a money-maker and rated as one of the world's great airlines.

Ten years later, in 1946, he faced the same opposition in establishing a bigtime aircraft-manufacturing industry. There have been setbacks and disappointments since his ideas began in 1949 to move from the blueprints to the production lines, but defence officials are satisfied he has been or is about to be vindicated again.

What the whole aircraft manufacturing program adds up to is self-sufficiency for the first time for Canada in major respects, with Canadian-designed equipment; while steps have been taken toward self-sufficiency in other directions. Despite the nation's creditable aircraft output performances in both world wars—and production of bush planes between the wars—the Canadian industry never before approached the



—Photos by Cpl. J. S. Pattison

This Station was very proud to learn early this month that Air Chief Marshal Sir John Baker, our distinguished visitor from the R.A.F., who presented wings at the last graduation was born right here in Winnipeg in 1897, his Father the late Rev. Frank V. Baker was Rector of All Saint's Anglican Church here from 1893 to 1900. The family moved to England when the Rev. Baker left All Saint's.



—Photos by L.A.C. C. Lee

180 members of No. 3 Wing R.C.A.F. Winnipeg, marched off from the Mall on the morning of April 12th to attend Church Service at St. Mathews Anglican Church.

mature stage which now can be claimed.

For one thing, Canada never produced an aircraft engine in either war—or in peacetime before. Nor did this country design any aircraft be-

fore, except a few bush models. Our entire output of over 16,000 airframes in World War II was of English and U.S. models, powered with English or U.S. engines. True, 120,000 per-

(Continued on page 31)

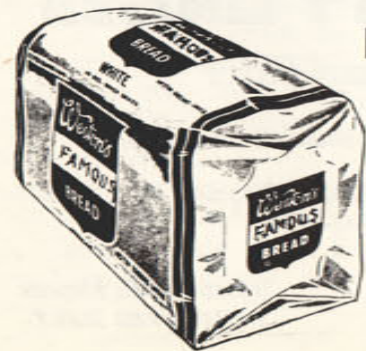
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BACK ROW, L-R: Sgt. J. M. Grenet, A/P/O D. W. Allen, A/P/O W. J. Newton, A/P/O M. Reay, F/C P. M. Pedersen, A/P/O P. Bishop, F/C J. Ring, A/P/O P. Bishop, F/C J. Ring, A/P/O D. N. Evans, A/P/O J. F. Learmonth, A/P/O R. J. Mallison, A/P/O N. L. Hartland, A/P/O H. E. Thorne.

FRONT ROW, L-R: 2/Lt. R. H. Lepaul, A/P/O D. A. Short, F/C P. P. Richardson, 2/Lt. D. Bergoend, F/L J. L. Abercrombie, Sgt. R. L. G. F/C R. J. Turner, A/P/O G. A. D. Wills, Sgt. J. Wawrzacz.

★ Course 55 WA Arrival

Several moons ago now a motley bunch of characters invaded this area, which has since been called the Canadian Prairies among other names, bringing with them an influence which they hope has proved civilizing. As their covered wagons pulled into the little settlement they were relieved to find the natives amiable, and their nerves were steadied by the use of coffee and cigarettes and they were kept quiet by the use of toffee.

However, this reprieve was brief, as before long they were swept away to what would be their-home for the next 9 months. There, there was a meeting of the tribal chiefs, and as yet it is still undecided as to whether it was the pipe of peace or war that was smoked.

Such was our arrival in Winnipeg, and our first introduction to 2 ANS.

The Course

Quick March: The Green Street Girls.
F/L Abercrombie

On the first few occasions that our classroom was honoured with a visit from this fine example of manhood it was apparent that the idea of facing so many horrible monsters for so long a time was nerve-racking. However, being a true product of the RCAF he took it in his stride and soon became used to our ways. His sense of humour, though, was a little warped because his favorite expression was "Get out your plotting instruments", and suggested that we might like to home on a leading line "just for fun". Seriously, though, we offer him a deep appreciation for all he has done for us as our course director, and the patience with which he has instilled in us the basic principles of navigation.

D. W. Allen (APO)

Perhaps more widely known as the course's conscience for his redeeming influence on our morals. It was he who kept us clean, well pressed and polished, and the results of his efforts were seen in the slovenly crew who dragged themselves about the school. Still, for Dennis, if cleanliness is next to Godliness, he is assured of his harp and halo. His other great achievement is his ability to shave quickly—the record now standing at 45 minutes.

Short (APO)

This amiable little chap from the hills of South Wales attempts to repudiate his nominal heritage by making his long hair stand on end. It is amazing that his frame can contain so many milk shakes (?) but then he has the make up for a lack

of blood. Still, he never gets in anyone's way because he has the remarkable ability to sleep no matter what the lesson or who the instructor.

Hartland (APO)

On the commencement of his Canadian stay his normal, sane outlook on life suffered a slight black-out, as he was blinded by what he considered at first to be beauty, but later, to his horror, discovered it was only the Canadian female—hence his reformation, but for some reason there still seems to be an obtruse connection between him — the Chinese—and the equator.

Evans (APO)

He also was one whose warped judgement led him into the evil machinations of the opposite sex. At first, love was young and wonderful,
(Continued on page 26)



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★ THIRTYFIVEDUBBLEYOUBEE ★

By A/P/O M. D. Freestone, 35WB.
(With apologies to the Western Brothers)

Well, to start off this story (it's hard to begin)
Of 35B and their life of sin.
They were always found out, and so seldom in.
Jolly poor show, chaps! Jolly poor show!

Their course they began and found it a bind,
But with backs to the wall they set down to the grind,
But still some poor fellows got left far behind.
Jolly poor show, chaps! Jolly poor show!

The instructors said they should work three hours each night.
(It appeared they could not skive their dreadful plight)
And then came the time when they made their first flight!
Jolly poor show, chaps! Jolly poor show!

The Met. forecasters, too, must've went on a spree,
"No icing, no turbulence, should be smooth, you'll agree!"
They said stratocu. but it felt like CB!
Jolly poor show, chaps! Jolly poor show!

Then came their mid-term, a break from it all,
To Mexico, to New York, they answered the call,
And Curly came back with his stories so tall.
Jolly poor show, chaps! Jolly poor show!

And after their leave they got stuck in again,
The "Bomber", the solo, marks came rolling in,
But poor old Smith had a U/S Gyrosyn!
Jolly poor show, chaps! Jolly poor show!

But tempus is fugiting—it's white lanyards now,
We should all be gen kiddies, the real men, and how!
But still some can't distinguish Orion from the Plough!
Jolly poor show, chaps! Jolly poor show!

Then on graduation, it's now time to go,
A sigh of relief from Course Director, "Joe" Lowe,
"Must be a miracle." he said. Was it so?
Jolly good show, chaps! Jolly good show!

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★ Course 55 WA

(Continued from page 23)

but the girl (?) besides being beautiful (!) was hard and cruel—leaving him heartbroken and only a shadow of his former robust and confident self. R.I.P.

Mallison (APO)

People who wished to phone Winnipeg zoo to report the finding of a walrus owe an apology to our "Ron" because, behind that very handsome growth of matted hair lies a heart of — Well! There is a heart, we think. Our Ron is an amiable character who works steadily and is ready to tell anyone that the quadrantal points are N, S, E, W, and the cardinal NE, NW, SE, SW.

Wilson (APO)

The antithesis of everything one expects of an Irishman, except in his ability to imbibe large quantities of brown water without turning a hair. He is a personality who is surrounded by mystery as for some inexplicable reason he leaves the congenial atmosphere of the barrack block and vanishes over the week end. Still—our loss, Auntie's gain.

Reay (APO)

A character from the North of England, and, as may be expected, he typifies that part of the country by always being full of boundless energy and eager to do things. If you are ever in need of any item,

ask Maurice, because with the shrewd foresight of the North he is always plentifully stocked. He is perhaps the keenest N.S. man among us; so much so that he has become a slave to work and very seldom participates in any form of relaxation.

Learmonth (APO)

The Scottish member of our cosmopolitan crew, who has induced in us a love of the skirl of bagpipes and the ability to do the highland fling. We have yet to see him parading the school in his kilt though. During the mid-term leave Jim went to a little city in the States, and we are expecting the new musical, "The Scotsman in New York" at any time now.

Turner (F/C)

There is a wonderful method of fixing this small little thing from Saskatoon, and that is, if you can't see him, which is more than likely, just listen; because what he lacks in size he makes up in wind, and his voice has that wonderful mellow quality of being able to pierce anything. His other quality is being able to stand the roughest weather in an Expediter, provided he has 6 times the normal number of boxes and bags.

Richardson (F/C)

This fine young gentleman from the wilds of Eastern Canada is perhaps the only civilized person among us, and for that reason leaves us speechless. I mean, what are we supposed to do when a man sinks so low as to

study—it ain't natural! Still, everyone will agree that he has been a good P.M.C.; and, of course, none of us would think that the increase in mess bills was due to the fact that he travels in a taxi—I mean, if nothing else, the service teaches one a few basic principles—no, not of decency—but of how to survive.

Ring (F/C)

A weird and wonderful production, as yet unnamed (i.e., politely), but believed to be of Danish extraction, the effects of the course told early, thus provoking everyone's sympathy. Still, in some of his saner moments, he was capable of some fine photography and he has a wonderful set of pictures of his mid-term tour to take home. I have no idea whether it is a recognized musical instrument, but often one finds him in a state of extreme concentration making some very hideous noises with his old clay pipe.

Pederson (F/C)

Our other Dane, who, with his native charm, coupled with his fine physical endowments, has proved irresistible to some of the oppositesex, is a man of two personalities, i.e., a Chuckle and Hyde. Whilst on the ground he is quite an amusing type and his explanations in control place cause many a chuckle; in the air, though, he is different because in rage he hurls everything moveable and so one finds it best to hide.

Bergoend (2nd Lt.)

A man with a slight trait of individuality, though on some occasions he does conform to convention and puts in an appearance in the classroom. Although to the uninitiated he appears a very sober character; this 36-week course, with its expanding effects on the mind, has left him with a very vivid imagination, so much so that he now considers a straight edge to be a rapier with which to demolish his compatriots. So, with monotonous regularity, after a bloody and vicious struggle, disarms and stays Jean Grenet.

LePaul 2nd Lt.)

A jovial, rotund French officer—but surrounded with an air of mystery. The mystery being what must now be an astronomical bank balance. It is not known when or how he acquired this huge sum of money, but rumor has it that he can be seen every third Sunday outside the main gate flagging French cigarettes to newly arrived APO's. The result of these crimes plaguing his conscience may be the reason why Bob is one of the quietest members of the course.

Guillot (Sgt.)

During the course he has proved to be a first class artist and many is the time our blackboard has been beautifully decorated, only to be polluted by some sacrilegious instructor who wanted to lecture on compasses. The only complaint in his drawings is that it is a pity his mind is not a little more perverted. He has the doubtful honour of being the only married man in the course, which probably accounts for his liking to have the lights on time, and of late his frequenting of the bar in the lounge.

Wawrzacz (Sgt.)

The sobrest of the French cadets—probably because he is of Polish origin. He is held dear on account of his football prowess, both on the field and with a couple of pennies. Every weekend Joe vanishes—by report to St. Boniface, presumably for the purpose of playing Housey, Housey. Apparently in orders a little while ago it was mentioned that there was to be no fraternization between Cadets and W/D's. But who was it who said laws are made to be broken. Still, blonde hair, blue eyes, and all the other accoutrements, are enough to break any man's self-discipline.

Grenet (Sgt.)

A lot of noise A man who was swept away with the emotion created by his own dramatic efforts—Yeah! that's Johnny. The most vol-

uptuous of our Frenchmen, whose mental powers were so shocked by the impact of navigation, that now as regards its madness it is only a question of degree.

Newton (APO)

One of the Pollux twins—in fact, Pollux himself. Bill is perhaps as yet Britain's best answer to her economic problem. He is best known for his booklet, "Life on 5c a Week", or, in Latin, "Mir bundi te salutant." The welfare of his body is his prime concern; so, while most of us consider the best way to fitness is relaxation, Bill can be viewed nightly at 2330 hours attempting to prove to Casta that health and muscle are only to be found through press-ups.

Bishop (APO)

The other of the Pollux twins—Casta. Well known in the dining-
(Continued on page 30)

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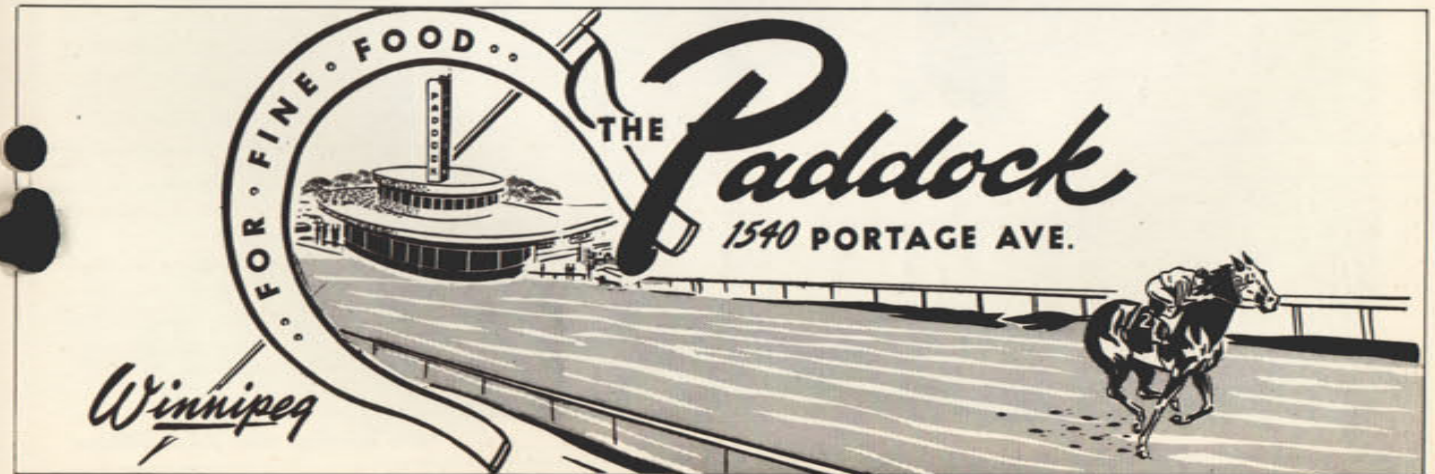
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Cyd Charisse

Photo courtesy, Metro-Goldwyn-Mayer

cold, high-pressure areas are storehouses of potential energy. This energy is transferred to kinetic not by temperature differential but by the earth's rotation.

Regardless of cause, jet streams in general are narrow currents of tremendous wind which flow in an easterly direction around much of the northern hemisphere. In the Pacific, they form in the vicinity of Japan and tend to dissipate as they approach North America.

The most spectacular element of these currents, of course, is the speed at which they travel. Sometimes this speed verges on the incredible. The Air Weather Service reported last year that one of its crews in Oklahoma had tracked a weather balloon moving at 310 miles per hour and gaining speed as it vanished from sight.

Although techniques have been developed there is considerable difficulty in forecasting—or even locating—jet streams. This stems partly from their narrowness, but primarily from the fact that they meander like a river in the thin upper air. Horizontally, they wander from 20 to 70 degrees latitude. Vertically, their altitude varies from about 20,000 to 40,000 feet.

They are being found, however, and consistently, and the big pressurized beings are making the most of them. Major Schroeder, back in 1920, probably could have added to his laurels, too, if he had known what he was getting into. If he had headed east instead of west he might have added a speed mark to his altitude record.



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★ **Course 35 WA**

hall, where he was seen, much to the annoyance of the cooks, making good his escape with a second dessert. With Yorkshire dourness though, he won the ensuing struggle and was allowed to keep the aforementioned dessert.

Early in the New Year he was appointed Course 35A's P.M.C. (President of the Mousing Committee), and in a matter of days had to his credit four blood-stained victims and one tail.

Thorne, H. E. (APO)

What manner of man is this who takes an evil delight in making sarcastic comments wherever an opportunity moment arises? What evil force drives him to say these "wicked" things? It may be due to the fact that Jack has lived the majority of his life in the barren wastes of Dorset, (believed to be somewhere in England). Or it may be the result of his once cherished love affair being brutally beaten into submission by an inappropriate letter written by his dearest friend in a spasm of raging jealousy.

I leave you to draw your own conclusion, but after having read, "Man! We're Always Lost" I'm sure you will appreciate the hopelessness of his case.

And now at last we have come to the end of these 36 troublesome weeks, and, speaking for the remainder of the course, I can honestly say that during my stay in Canada I have enjoyed every moment . . . spent off the station.

In closing, we would like to wish you all the best of luck in your forthcoming examinations—not because you will need it—but because without it you will never survive. — H. E. Thorne, ably hindered by N. L. Hartland—35A.

The S.W.O. Said I Had to Get My Ears Raised



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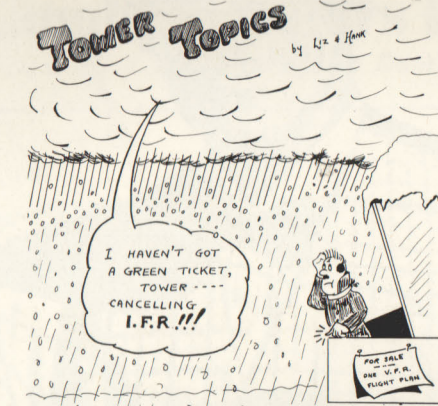
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**FLICK
FLASHES**

- May 1 The Lion and The Horse
Steve Cochran, Wildfire
- May 2 No Show
- May 3 The Story of Will Rogers
Will Rogers, Jr., Jane Wyman
- May 4 Edge of Doom
Dana Andrews, Farley Granger
- May 5 Way of A Goucho
Gene Tierney, Rory Calhoun
- May 6 Room for One More
Cary Grant, Betsy Drake
- May 7 The Lusty Men
Susan Hayward, Robert Mitchum
- May 8 The Savage
Charles Heston, Susan Morrow
- May 9 No Show
- May 10 Kangaroo
Maureen O'Hara, Peter Lawford
- May 11 Diplomatic Courier
Tyrone Power, Patricia Neil
- May 12 One Minute to Zero
Robert Mitchum, Ann Blyth
- May 13 David and Bathsheba
Gregory Peck, Susan Hayward
- May 14 Thunder in The East
Alan Ladd, Deborah Kerr
- May 15 A Girl in Every Port
Groucho Marks, Marie Wilson
- May 16 No Show
- May 17 The Four Poster
Rex Harrison, Lilli Palmer
- May 18 Come Fill the Cup
James Cagney, Phyllis Thaxter
- May 19 Blackbeard The Pirate
Robert Newton, Linda Darnell
- May 20 O'Henry's Full House
Anne Baxter, Farley Granger
- May 21 Scandal Sheet
Broderick Crawford, Donna Reed
- May 22 The Winning Team
Doris Day, Ronald Reagan

Canada and the Jet Age

(Continued from page 21)
sons were employed at the peak, or twice the current total. But it was purely temporary production. There was no groundwork laid for a permanent, large-scale, peacetime industry such as is provided in the present program which dates back to before Korea, but has been greatly accelerated since.



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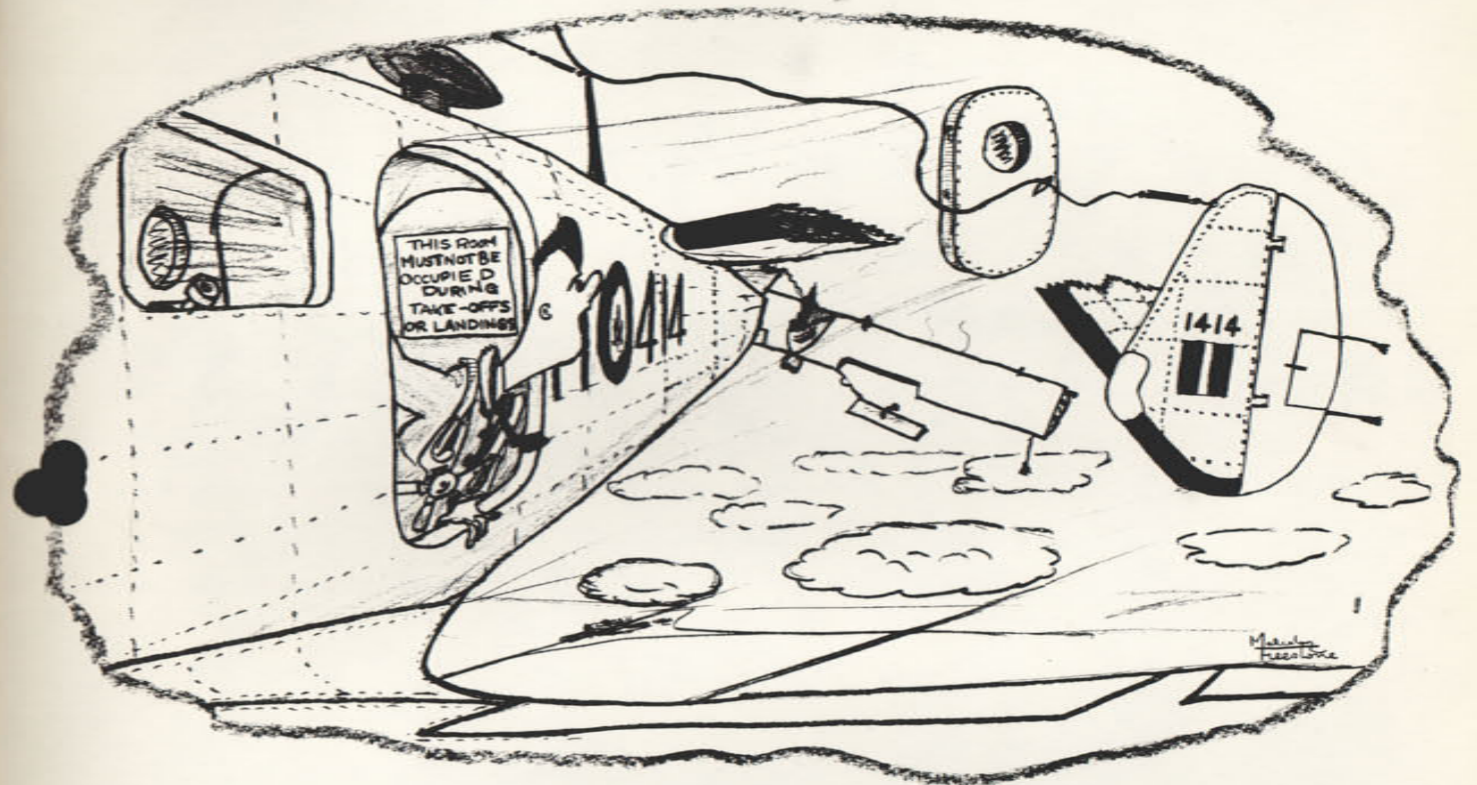
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