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See Page 32.

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EDITORIAL

THE MEANING OF PUBLIC RELATIONS

What is Public Relations? What does it do? Why do we have it in the RCAF?

These questions are by no means rare, for Public Relations is undoubtedly one of the most misunderstood activities of the Air Force.

There is no great mystery as to why this is the case. Public Relations as a profession is new. It is a product of the twentieth century; actually a post-First World War phenomenon.

Public Relations is NOT press agency, it is NOT Hollywood whoop-de-do, it is NOT propaganda, and it is NOT strictly press liaison. Public Relations Officers are not "gag-men," "build-up boys" or RCAF "news-hounds."

The purpose of the Public Relations plan in the Air Force is to foster public understanding of, confidence in, and support for the RCAF, based on honesty. Broadly, the RCAF cannot operate without the voluntary support of the public, and it cannot enjoy this support without good public relations.

The Canadian people now take a keen and critical interest in the RCAF. They want an airforce of which they can be justifiably proud. But, they will never fully realize it if our Public Relations programme is not geared to the progress and accomplishments of the Service itself.

The matter of telling the RCAF's story as done by the Public Relations staff is handled in many ways. It involves producing and distributing news releases which may run from major policy to "little Joe" stories, which are sent to a hometown newspaper or radio station, advising them that Corporal Joe Snooks, of Gopher Gulch, has been posted from Gimli to Winnipeg, and reviewing his RCAF career. The PR staff produces photographs showing RCAF activities or personalities which it distributes to all appropriate news media. Radio tapes are produced and sent to radio stations. Motion picture organizations, including the National Film Board and commercial agencies are invited to cover for themselves various phases of RCAF activity considered of interest to the public.

Liaison with the news media is a most important part of the Serv-

ice's Public Relations programme, for upon it depends the manner in which the RCAF's story will be told to the public. Co-operation with the press in passing along information which they request, within the bounds of security, is essential for the cordial relationship that exists between the Service and the news media. Honesty and co-operation is a must. Few if any groups are able to recognize more quickly than the members of the press a bumbling, dishonest, and evasive reply to a request for information.

There must, of course, be limitations upon what may be made public, and by whom. It is the duty of all members of the RCAF to be as familiar with Service security regulations as possible, and with the



COVER STORY

THE JET AGE. Four-year-old Roberta finds the helmet a little too large right now, but she didn't intend to take a trip anyway. She was only looking over the cockpit layout of the RCAF's CF-100 interceptor at the Jet Air Show held at Winnipeg earlier this month.

(Photo by AC1 J. B. Herron.)

regulation explaining "who says what" to the Press. The refusal of information by Service personnel at the appropriate level, must be made with extreme caution. The RCAF must have a strong case and must not refuse requests for information merely because we cannot quite see how that information can be used to reflect to the benefit of the Service. But generally the press can be counted on to co-operate if the Air Force side of the story is explained reasonably and honestly.

The Public Relations Officer makes it a part of his duty to become acquainted with the leaders in the community. He thereby places himself in the position of an individual liaison man between military and civilian, and if his relations with each are successful, the results will become evident in worthwhile community co-operation. The citizens must be made to feel that it is "Our Air Force," not "the Air Force."

In this respect then, your local PRO should be a combination military pundit, legal authority, psychologist, newswriter, radio expert, television authority, photographer of note and advertising man. Inasmuch as these attributes are seldom found one hundred percent in a single individual, each must tackle his job as best he can by employing personal contact, tact and honesty, coupled with the steadying element of common sense.

Every member of the Air Force in a sense is a public relations officer. His actions on and off duty have a tremendous bearing on the attitude of the public toward the service. Public relations—properly applied—by every member of the service, and especially the PRO, will ensure that the public has a proper appreciation of the RCAF's role in the national life of our country.

Possibly the best way every officer, airman, and woman of the Service can best help the RCAF's Public Relations programme is recognizing Public Relations for what it is, its importance to the RCAF, how it operates, and the principles upon which it is based. Finally, every member can help by abiding by these principles and ensuring that those under him do likewise.



Personality

CPL. M. V. WADE

CPL. M. V. WADE (better known as "Bonnie" in Air Force circles) came to 14 Training Group HQ just a year ago after spending two years at TCHQ in her trade as Clk. Steno. During her stay at Group HQ she has been acting as stenographer to the SPSO.

Since her home is near Fredericton, New Brunswick, Bonnie proudly bears the title of "Herring Choker" and is always involved in the old argument of East vs. West.

After graduating from Commer-

cial High School in Fredericton, Cpl. Wade took off for Ottawa to apply her stenographic skills amid the thousands of Civil Servants in the country's capital. Later she returned to her native land and was a member of the team issuing baby bonus cheques, until donning the Air Force Blue uniform in August 1951.

Cpl. Wade, although not an active participant, likes most sports but is mainly interested in swimming (which seems quite natural since she is a Maritimer), skating

and tennis. She claims she is the present cribbage champ in the Airwomen's Quarters. Quite a bit of her spare time is utilized in doing petit point work and knitting. During last winter's sub zero weather, she frequently visited the Station Hobby Shop where she learned to do leathercraft work. She likes travelling, and whenever possible takes advantage of week-end flips to various points throughout the country. At present she is eagerly awaiting an overseas transfer.

She has recently been selected as an RCAF representative at the Canadian National Exhibition in Toronto this year.

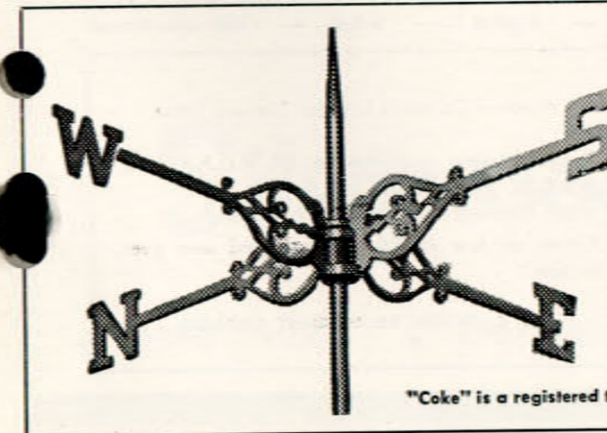
Cpl. Wade is very interested in the affairs and welfare of airwomen, and is always ready to lend a helping hand in any functions sponsored by the girls.

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Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

NEW WAYS OF WAR

Digest of article by Professor G. F. G. Stanley in Queen's Quarterly.

"Well wishing in my hart (had it bene God's will) that this infernall fierie engine had never been found out."

—Robert Barrett, *The Theorie of Modern Warres* (London 1598).

GEORGE F. G. STANLEY, Head of the Department of History at the Royal Military College, Kingston, writing in "Queen's Quarterly" makes some striking observations in his article "New Ways of War."

In Professor Stanley's opinion the two "infernal fierie engines" that will determine the shape of wars to come are the rocket and the atomic bomb. "The power, or group of powers which exploits them to the full, will, at the very least, commence hostilities with a great advantage over its opponents, for the scales have been tilted, if

not abruptly jolted, in favour of the offensive as against the defensive."

Professor Stanley presents an ominous picture of the power of atomic fission and the rocket. While the details of atomic weapons are closely guarded secrets it is known that the hydrogen bomb exploded by the United States in March, 1954, had a force of ten megatons, 500 times the force of the Hiroshima bomb. Atomic bombs can now be carried in fast jet fighters and have been so reduced in size that they can be fired from cannon. They can be used tactically and strategically. Rockets have advanced far beyond the original German V 2's of the last war. If reports are to be believed the Russians have developed a two-stage rocket with a range of over 1,700 miles. General Bradley of the United States speaks in glowing terms of the new "Nike," a two-stage guided missile that is de-

signed to track automatically and destroy fast-flying bombers. Sir John Slessor, Marshal of the Royal Air Force, is more restrained. In March, 1954 he said, "I advise you not to be unduly impressed by the stories about the wonderful guided missile that is going to shoot down all these supersonic bombers."

Professor Stanley says that whatever success the defensive rocket may have in meeting the threat of fast piloted jet aircraft, the problem of the rocket with an atomic warhead remains unsolved. While it may be possible someday to develop a guided missile which will destroy the offensive rocket in flight, there is no effective way of doing so now. As for enemy aircraft, there is always the chance that at least one of them will get through, and up will go a great city in a 90,000 foot high mushroom cloud of smoke and radioactive dust.

The author of the article believes that if war came it would begin with an unannounced nuclear bombardment of France and England by rocket and by plane. In this initial phase the Russians, strongly entrenched in East Ge-

(Continued on page 30)



"Canberra" Jet Bomber.

"WHO LAUGHS LOUDEST?"

A Short Story by Lawrence Duval

I WAS a fighter pilot, serving with the Chinese Republican Forces in Korea, with enough medals on my chest to make me think I was pretty hot. The side of my black-painted MIG was emblazoned with a row of ten white stars, each one a symbol of a victorious dogfight. Here I was, wasting my time ferrying aircraft to our front-line squadrons—a task that any two-bit pilot could have done successfully.

My posting had come as a complete surprise to me. Just a formal letter stating that I was due for a rest, and would be transferred to a ferry squadron until further notice.

I had tried to be happy in my new job but somehow I just didn't fit in, because I knew all the time that, as far as the air force was concerned, I was a has-been, a left-over pilot no longer good enough for combat. Now, more than six months later, I was on my way to Seoul to deliver one of the latest-type MIG's, with the prospect of being shifted in the near future to some dusty office in headquarters.

I drew a gloved hand across my forehead, wiping the sweat from my tiring eyes, wondering if I was really too old for combat. True, I did feel tired after a long trip, but my reflexes were still good and the tiredness could be due to boredom. I advanced throttle. The MIG responded instantly, its powerful R.D. engine thundering as I swept through the sky towards my destination.

Suddenly, just below me to my left and heading in my direction, I

saw an aircraft. With a start I realized it was a Sabre, an enemy ground-support plane. He hadn't seen me yet for I was above him, and in the sun. Should I obey orders and refuse to engage the enemy on ferry runs, or should I take this opportunity to be, perhaps for the last time, a fighting pilot?

With sudden decision I threw caution to the winds and positioned myself carefully for a high quarter attack. He passed below me, still on track. I waited for a moment, judging the distance . . . he was about right now. . . . I threw over the stick and peeled left, watching my deflection steadily. I sighted on his wing-tips. A few seconds more and he would be spinning in flames to the ground below. Suddenly he caught sight of me and threw his plane viciously to the right . . . but too late, I was on him and my two 23 mm cannons sent shells ripping through his wings. I saw his face staring up at me as he twisted and turned, trying to escape. He turned tightly and started to climb. I followed, pulling hard on the stick; the blood rushed to my head for a moment and I greyed out, but my opponent had made a fatal mistake in trying to outclimb a MIG. I knew I had him now . . . catching him as he levelled I sighted his fuselage on the cross . . . range perfect—200 yards. . . . I pressed the button again, this time letting him have both 23's, and the 37 cannon.

The Sabre flew on for a moment, then began to belch black smoke. The pilot jettisoned his hood and

(Continued on page 24)

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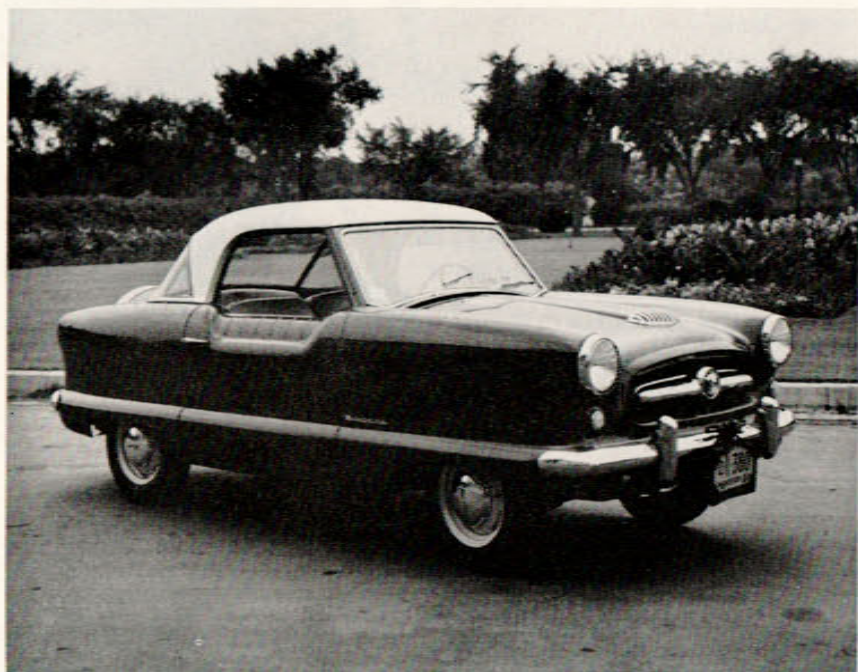
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DATA

Price in Winnipeg: \$1,895.
 Extras included: radio, Nash weather eye air conditioning, cigarette lighter and directional signals.
 Two models available: Convertible or Hard Top.
 ENGINE:
 4-cylinder overhead valve engine, 1200 cc.
 Compression ratio: 7.21:1.
 H.P.: 42 at 4500 rpm.
 MPH per 1000 rpm: 14.0.
 Cruising speed: 60.0.
 Gear ratios: 4.62, 7.10, 11.25.
 Best torque: 62 ft. lbs. at 2400 rpm.

DIMENSIONS:
 Weight: 1795 lbs.
 Weight distribution: 56/44.
 Wheelbase: 85 in.
 Overall length: 149½ in.
 Width: 61½ in.
 Tyres: 5.20-13.
 Gas tank: 8½ gallons.
 Height: 54½ in.

PERFORMANCE

All figures courtesy of "Road and Track," due to test car being new.

ACCELERATION:
 0-30: 6.5 secs.
 0-50: 22.4 secs.
 0-70: 34.1 secs.
 Max. in Top: 75.5 (mean: 74.0) mph.
 Min. in Top: 8 mph.

SPEED IN GEARS:
 1st: 27 mph.
 2nd: 46 mph.

| Indicated | Actual |
|-----------|--------|
| 30 | 28 |
| 50 | 45.5 |
| 70 | 60 |
| 80 | 69.2 |

FUEL CONSUMPTION:
 32/36 mpg.
 MANUFACTURER:
 Nash Motors of Canada Ltd.
 LOCAL DISTRIBUTOR AND DEALER:
 Leonard and McLaughlin Motors,
 Portage Avenue, Winnipeg.
 (Car provided through the courtesy and co-operation of Leonard and McLaughlin Motors.)



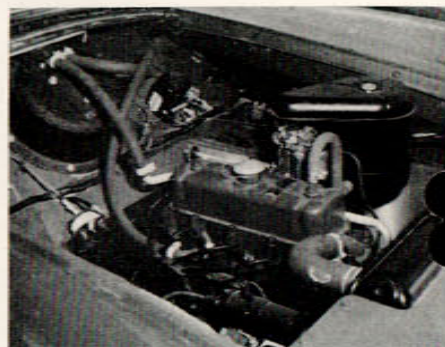
Instrument panel.

populace on their thoughts of a small car. Thus there was built a small prototype machine which was viewed by a hundred thousand people; the reaction was good, so—the Nash Metropolitan. This package is supposed to contain the advantages of the small imported car together with American comfort and general layout. A difficult task, but it has been carried out remarkably well.

The bodywork and chassis are built by Fisher and Ludlow in England to Nash specifications and engine and transmission are normal Austin A-40. The whole is assembled and shipped to this side of the pond. Personally I like the lines — neat, modern, practical, yet all the time retaining character. My wife who usually can't stand anything originating on this side lapped the Metropolitan up, hook, line and sinker. I even had to go so far as to hide the Sunbeam in case she got ideas! I admit that the tyres look minute, and they are hardly big by any comparison; however they mould with the general shape of the car so are for-

given. The bumpers are serviceable and the grill pleasant, but as to the 'continental' rear wheel I have my doubts. The general outside finish and chrome are up to the usual British 'cheap car' standard—which is good. The suspension feels horribly mushy to me and I would like to see it tightened up, but you'll lose a bit of comfort. The mushiness is all too obvious when cornering hard in this Nash. The doors are large and give easy access to the inside, and what's more the windows fit in a draughtproof fashion. There is no side trunk! To get at your belongings you must throw Junior out of the back, dig up the key (another of course!) unlock the back of the rear seat and endeavour to grab your wife's handbag in the far right corner! It can be done—just. Seriously though, it is quite a useful trunk, commodious and dustproof though a bit hard to get at. There are NO extras; all come with the car and are included in the basic price.

The engine room, as you can see, is very easy to get at and the layout couldn't be better. In case you may be



"Engine room."

wondering the battery is hidden under the rear seat. The large round cannister on the fire wall is part of the Nash air conditioning system—which really works (2 kilowatts).

The seating positions in the Nash are good; there is lots of room for your feet amongst the well spaced pedals, and the steering wheel and instruments are right in the correct spot for the driver. I wasn't too fussy about the gear change; the position is alright but the changes are too spongy. Here is another little car which is able to give a decent warning of its approach and not the customary diminutive peep. There is really no further comments I can make about the interior other than to say that every item is quite adequate.

In traffic the Metropolitan couldn't be easier, with very nice steering, clutch, brakes, and accelerator. Parking with this mite is too easy for words—anyone who scrapes the curb in this car needs his eye-sight tested. The three gears are excellently chosen and the car has power to spare. Besides these factors I found the Nash a relaxing car to drive and something your wife shouldn't

(Continued on page 8)

Today in SPORT

By CPL. HOWARD O'BYRNE

CRICKET

By F/O D. St. J. Court-Smith

NATO Select versus RAF Club
 NATO Select won by 6 wickets.)

The weatherman smiled upon Winnipeg cricketers on August 2nd and the RAF side opened their innings in idyllic conditions. With commendable restraint their batsmen, with due respect for the pace bowling of Field, Cooper and Goddard, applied themselves to the production of runs. In this they were successful, the fifty being reached for the loss of only two men. Hobart had been brought on at the Tuxedo end and his cunningly-flighted leg-spinners were providing a few anxious moments. Lunch was taken with the score at 57 for 2 wickets, Peter Halls being 25 not out.

After the interval the tempo decreased and the emphasis was on consolidation for half-an-hour until all decided to liven things up with a spate of hitting. He was well caught in the slips by Reynolds when one short of his half-century. The bowler was Field who had borne the brunt of the bowling throughout the match. Hall's dismissal brought about a minor collapse and with the score at 108 for 8 wickets skipper Pat Burrage of the RAF Club declared the innings closed.

After tea the NATO Club started its innings with 109 to score in three hours—a not very formidable task. However Weighton and Burrage soon had three batsmen out for 18, putting left-hander Newton and Sherratt together. These two, with a delightful disregard for the accuracy of the bowling, began to lay about them, Newton, with the left-hander's characteristic penchant for leg-side shots, scoring the runs rapidly. Sherratt, however, played some forcing strokes including a straight drive for six.

This galaxy of runs laid bare the fact that the RAF club was woefully short of bowlers, a situation which was exploited to the full by the navigators. Newton in attempt-

ing to hit the ball out of the ground holed out to Bill Weighton; only another 26 runs to win and Bob Sherratt, a Canadian from Victoria, seemed the man to get them. His style of play ideally suited the match conditions and, in partnership with Smalley, he quickly hit off the remaining runs. His individual score was 50 not out, a fresh unsullied innings not, perhaps, the most stylish one of the day but certainly the most effective.

RAF CLUB

| | | | |
|-------------|------------|----------|----|
| P. Halls | c Reynolds | b Field | 49 |
| J. Fricker | c Sherratt | b Field | 16 |
| J. Straker | c Goddard | b Hobart | 7 |
| R. Wilson | c Sherratt | b Hobart | 17 |
| D. Yates | b Newton | | 1 |
| G. Bone | run out | | 5 |
| W. Weighton | b Newton | | 2 |
| A. White | b Newton | | 2 |

Extras 9

Total for 8 wks. 108 (dec)

(Did not bat: J. Jackson, P. Burrage, R. Syme.)

BOWLING:

| | | | |
|---------|-------------|--------|------------|
| Field | 24-11-2-30, | Cooper | 10-3-0-17, |
| Goddard | 15-6-0-26, | Hobart | 4-1-2-19, |
| Wells | 2-1-0-2, | Newton | 1-3-0-3-5. |

NATO SELECT

| | | |
|------------------|--------------------|----|
| R. D. Cooper | b Weighton | 6 |
| P. J. Harmer | c Bone b Weighton | 1 |
| A. H. Hobart | b Fricker | 8 |
| C. J. Newton | c Halls b Weighton | 40 |
| R. A. Sherratt | not out | 50 |
| D. T. M. Smalley | not out | 8 |

Extras 3

Total for 4 wks. 116

(Did not bat: B. R. Reynolds, R. Wells, A. J. Field, P. Goddard, B. Burdett.)

BOWLING:

| | | | |
|---------|------------|----------|------------|
| Burrage | 13-2-0-49, | Weighton | 12-2-3-26, |
| Fricker | 4-0-1-12, | Yates | 3-0-0-20. |

STATION BASEBALL

Postings and transfers have started to take their toll of our team. F/O Bob Rowe will be leaving shortly for overseas. We will miss seeing Bob out there at the old familiar shortstop position. F/O Wayne McAlpine, our manager, has left for the east where he will learn to fly North Stars. We wish these boys the best of luck in their new environment and we hope to have the top prize here when they return.

F/O Fred Meadows is moving up from playing coach to manager. A new coach has not been nominated yet, but two very ardent players have been mentioned. We know that either one will make a good coach as both have a wealth of experience.

An invitation has been received from the Lakehead for an exhibition doubleheader on 21 August. The ANAF team from Fort William (Continued on page 10)

NATO EXILES C. C.



Back row, L to R: A. H. Hobart, W. G. Featonby, H. A. Foley, D. St. J. Court-Smith, J. Foot, P. J. Harmer, E. Curry, R. P. Cooper.
 Front row, L to R: R. R. J. Genno, D. M. Easton, E. R. Woodward, R. Wells, B. Burdett.



"Sorry, Sir. Bailing out is not part of my requirements!"

AUTOMOBILES

(Continued from page 6)

have any trouble bringing back in one piece.

I don't think that I can be as complimentary when considering the car at speed. Oh, it handles itself well on all surfaces, even on the roughest of the local dirt tracks, for not even the largest pot hole gave the Metropolitan any bother, but cornering is another matter. It is obvious that the suspension has been made soft to please those who like the domestic car's ride. Combined with this quality the particular car I was testing had a stiff steering wheel which made things a little dangerous at speeds of over 60. However, this probably loosens up with wear. I feel that 60 is a safe cruising speed on the car—faster if the road is straight, but just don't



Rear view of Metropolitan.

try any fast cornering unless you are in the expert class if you like staying right side up.

It is a near impossibility to please everybody, but the Nash Metropolitan is an attractive little car with lots of pep, attractive lines, good quality, and sporty characteristics. For those with a small family, or those who like a second car it'll be very tough to beat that \$1895's worth. Repairs should also be low in cost as I doubt the engine or chassis will need much attention for 50,000 miles.

Next test Germany's VOLKSWAGON.

Chaplain's Page



There is no such thing as full-fledged Christian honesty when you are concerned only about the rule "Thou shalt love thy neighbor as thyself." Because then you ignore the more important part of that same command: "Thou shalt love the Lord thy God with thy whole heart, and with thy whole soul, and with thy whole mind. . . ."

Can You Be Honest Without Religion?

By F/L P. GORIEU

ASK millions of average men what they think of religion and their answer will run something like this:

"Why! Religion is all right, I suppose. It does a lot of people a lot of good. For myself, though, I am not what you would call a religious person. I believe in God, of course, but that doesn't mean I need to go to church all the time. I'm better than a lot of people who are always running to church.

I treat the other fellow the way I want to be treated. I work hard to take care of my family. I mind my own business and pay my debts. I am respectable and honest. That's my religion."

But is that honest? Is that religion? A mediocre and insufficient kind of honesty, yes. No one denies that there is a minimum honesty which consists in avoiding stupid excesses and in discharging certain duties which are popularly regarded as those of a respectable person, especially when no great sacrifice is involved, and when it serves one's personal interests. However a person is thoroughly honest only when he is careful to respect all his obligations. When he disregards his obligations to God—his Creator and to Whom he is utterly depend-

ent and to Whom he owes all he is or has—is he truly honest?

However correct his conduct and his relations with others may be, the person who disregards his obligations to God denies God's Supremacy—His very existence. He withholds honor, loyalty, and service where they are due. That is not being honest with God.

When he insists that he fulfills his duties to himself, to those near and dear to him and to his neighbor, but not to God, is that religion? It looks like religion—with religion left out. You may call it the Golden Rule, brotherly love, respectability, humanitarianism or anything else, but actually it is "religion" with God left out. There cannot be practical Brotherhood of Men when the more important Fatherhood of God is disregarded. We all must give God His due. Religion is simply elementary justice which obliges us to give God the recognition, the honor, the loyalty and the respect which are rightfully His and which is our duty privately as individuals and publicly with our fellow men.

Leave God out of the picture and you are unjust—you are dishonest. How can you disregard God in your life without being irreligious?

"I would rather build Jesus Christ in the heart of a boy than build the greatest cathedral on earth. Churches can, by bombs, be destroyed, but the soul of a boy upon which the stamp and seal of Christ has been placed will live forever."

—CARDINAL MCGUIGAN



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TODAY IN SPORT

(Continued from page 7)

has just won the league title and would like a few games to keep in shape while the semi-finals are being run off.

The Manitoba RCAF league schedule ends on 19 August. The second and third teams play a best two-out-of-three series, the winner taking on the league winners for a best three-out-of-five series. The league standings at present are:

| | |
|----------|-----------|
| Winnipeg | MacDonald |
| Gimli | Portage. |

Winnipeg and Gimli are tied for the first position.

A monster windup at Winnipeg is being planned for sometime late in September, for all members of the league. We will have more information about this later.

INTERSECTION FASTBALL

The last league game of this league will be played 23 August with Advanced GIS taking on the Headquarters team. The playoff arrangements are still in the planning stage. The way these teams are battling it out it will be almost impossible to ascertain who will be in the finals until the last ball has been thrown.

GOLF

A trophy has been offered by G/C Mitchell of 14 Group Headquarters to the best team in the group. It has been decided to hold an elimination tournament in which RCAF Station Penhold plays against Claresholm, Moose Jaw against Saskatoon, Portage la Prairie against MacDonald and Winnipeg against Gimli. Group Hqs. to be notified of the results before the 6 September.

The winners of the elimination tournament will play off for the Group championship in Winnipeg approximately the middle of September. Plans are being made to use the Pine Ridge and Elmhurst golf courses. Morning and afternoon rounds are to be on alternate courses.

F/L Laing is heading the Winnipeg team and these last few days has been busy polishing up his number four iron and completing last minute details. The exact date for the Winnipeg-Gimli game has not been decided but it is expected to take place in Gimli the last week-end in August.



STATION WINNIPEG RIFLE ASSOCIATION.

Pictured (l. to r.) are F/O R. W. Kerr, Cpl. D. R. Randal, LAC L. T. Allen, and LAC J. Sonier, all members of the Station Rifle Team which travelled to Ottawa on August 7th to compete in the Dominion of Canada Meet.

The diary of the team's activities contains the following:

Sunday—After being entertained on the station, commenced the "sweepstakes" match on the 200, 600, and 900 yds. to break in.

Monday—Entered as contestants in the tyro match and the first stage of the Connaught Match. The 500 yd. stage was run off on Tuesday afternoon.

The sky clouded over on Tuesday, changing shadows and light

conditions affecting the scores.

Wednesday—At the MacDonald range we aimed shots at still targets at 300 and 800 yds. Here F/O Kerr scored 38/50 on the 300, then changing to another rifle, shot possible at 600 yds. under poor light conditions.

In the afternoon for the Queen's Match at 600 yds. the firers were in a prone position without slings. Ten shots in 45 seconds to reduce range by running forward 100 yds. and firing 2 shots at the 500 yd. range prone; 45 seconds to advance 100 yds. and fire 2 shots from the kneeling position at 500; repeating this at the 300 and 200 yds., whilst at the 100 standing shots only were allowed.

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WD's Report

By LAW ANN ZAWADIUK

HERE WE ARE AGAIN and in spite of several changes since the last issue, this column will still remain the same (your opinion is correct).

This sure is the year for engagement rings—another of our fair lassies has chased until she has been caught. Soon we will be losing our only representative from P.E.I., LAW Shirley MacDonald, when she says "I do" to Gary Hanson—Is it October, Shirley?

Cpl. Jackie Beaubien, Service Police, has left us on posting to St. Johns, Que.—How lucky can you get? Jackie was posted to Stn. Portage last winter, but just prior to her effective date her posting was cancelled. This time we waited until she was packed, on the train, and gone, before we made mention of it. A farewell party was held for her in the Airwomen's lounge before she left and during the course of the evening a gift was presented from the Airwomen. Hope you like St. Johns, Jackie, and don't forget to visit us when next in Winnipeg.

LAW "Benny" Benneton has left us for France and a postcard from her tells us "So far, so good." A party was given in her honor and

she was the fortunate recipient of a wallet. Something to stash those francs in, Benny.

And to continue with postings, 2ANS Orderly Room will be minus a smiling face soon. LAW Jerry Henderson is leaving for Calgary. Jerry is a good old Albertan, naming Penhold as her hometown. Our loss is Calgary's gain, definitely!!

Cpl. Bonny Wade and LAW Shirley MacDonald are leaving for the Canadian National Exhibition at Toronto on August 23 as RCAF representatives. Good luck to both. We know you're capable of doing a good job.

We had with us last week two Airwomen from St. Hubert. They were LAW's Roddy Koehn and Sue Soucy, who are with Operation Prairie Pacific. They're going through to Vancouver and it certainly must be a wonderful experience.

The Operation was in Winnipeg Sunday, August 15, and three of our Winnipeg girls had the opportunity of making their contribution. While the jets were going through various aerobatics, Cpl. J. Snider and LAW's R. Dobrowsky and J. C. Mitchell were busy in the concession booth. Thanks girls—it was nice of you to volunteer.

August 4th will be a memorable one for Cpl. Jean Snider, for on that date she received her Cpl's hooks. Jean has been with us for several months and is employed at the guard house.

Good news for girls from other stations making a stop overnight at Winnipeg. We now have a Transient Room in B.B.9. Very good

idea—should have been in effect long ago.

"There's no business like show business"—that's the feeling we had a couple of week-ends ago while putting on a variety show for the USAF boys at Armstrong, Ontario. A cast of nineteen, including four Airwomen, LAW's Sally and Joyce Maxwell, Rose Dobrowsky and yours truly, will long remember the enthusiastic reception received.

A small enlightenment for anyone stepping off the aircraft on this prairie station. This is Station Winnipeg. O.K.?

When a woman paints her face she's sophisticated—When an Indian paints his face he's savage—But really it's the woman who's fit to kill.

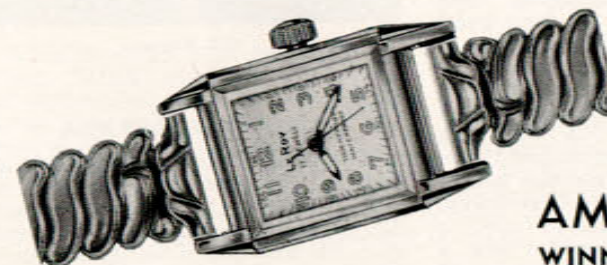
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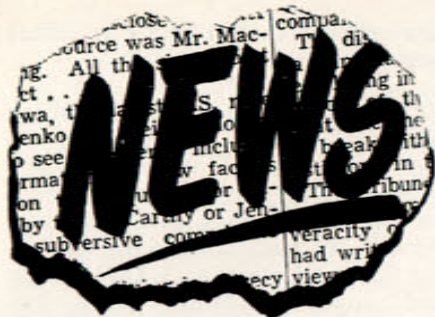


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Edited by F/O A. C. BERNIER

OTTAWA

OTTAWA—Two Canadian Army intelligence officers say Communist preparations for a fifth column in Canada are already under way. The warning is sounded in the latest issue of The Canadian Army Journal by Lt.-Col. C. P. Haynes, until recently a staff security officer in the directorate of military intelligence, and Lt. G. R. Parry, who now holds a similar post in the same branch.

OTTAWA—Canada is building a third early-warning radar chain across the mid-section of the country. This was confirmed by Defence Minister Campney. He said the mid-Canada radar chain is being built and financed by Canadians but added that he did not feel he should disclose further details "at the time." Spokesman in Ottawa, however, said the new chain will be south of the early-warning system known as the McGill Fence in the far north and will be north of the Pine Tree chain which runs generally along the 54th parallel from British Columbia to Labrador.

ROCKCLIFFE — Squadron Leader W. A. Bothwell, senior accountant officer at RCAF Station, Rockcliffe, has been promoted to the rank of Wing Commander.

OTTAWA—Air Force Headquarters announces the award of the Queen's Commendation for Brave Conduct to three RCAF personnel. The award goes to Wing Commander R. W. McNair, DSO, DFC, of Springfield, N.S. and Edmonton, Flight Lieutenant G. C. Whitaker, of Vancouver, and Flight Sergeant L. O. Jones, of Calgary. The three awards are all made for acts of courage and self-sacrifice. W/C McNair receives the award for his action immediately following the crash of an RCAF North Star transport in Vancouver last December. The award to F/L Whitaker is made for his action in disassembling a live canopy-ejection cartridge to determine the reason for its failure to explode. F/S Jones receives his award for his conduct in saving an airman from death or injury from an exploding grenade during ground defence training.



S/L Greenaway.

OTTAWA—S/L Keith Greenaway, who would rather draw lines on a map than eat, has been described as the greatest polar aerial navigator in the world today. It was Greenaway who discovered the floating ice island T-3 in the Arctic Ocean in April, 1947. Greenaway and the RCAF kept quiet about the discovery, even when the United States Air Force announced years later it had made the find in 1950. Recently, the Moscow newspaper Pravda claimed that T-3 was first spotted by a Russian flier named Perov in March, 1950, a few months before the Americans saw it. For Greenaway, the discovery of an island, even a floating ice island, is more or less a sideline in his continued study of methods to improve and simplify polar flight.

OTTAWA—The navy plans to form an anti-submarine helicopter squadron which will use "dunking sonar" to track undersea craft. It had been hoped to form the squadron this year, but the navy has been unable to obtain helicopters for the job. Target date now is next summer. The "dunking sonar" is lowered from the helicopter into the water. It "listens" for enemy submarines. If nothing is picked up, the helicopter winds up the sonar and moves to another spot.

OTTAWA — The Russian "burp" gun, used in the Korean fighting, isn't so hot, in the opinion of Canadian troops who have had a chance to test it. They had a look at it during a recent demonstration of captured weapons by a team of experts from the United Nations technical intelligence group. It had a high rate of fire but Canadians were not impressed with its accuracy.



G/C Shaw.

OTTAWA—Two senior RCAF officers will take up appointments this month as air attaches in Yugoslavia and Czechoslovakia. G/C Richard O. Shaw, of Victoria, leaves his post as senior air staff officer at 12 Air Defence Group Headquarters in Vancouver to become air attache at Belgrade. The Czechoslovakian assignment goes to G/C Arthur G. Kenyon, commanding RCAF Station Summerside, P.E.I.



G/C Kenyon.

CENTRAL CANADA

WINNIPEG—Five ANS pilots were posted to Trenton, Ont., on a jet conversion course before proceeding to Air Defence Command — F/L Norman, F/O Brickenden, F/O Hawksley-Hill, F/O Letcher, and F/O O'Hara, ex-editor of Voxair, to whom we all say: "Many thanks, Harry, for a job well done."

WINNIPEG—A force of 15 jets, made up of equal number of CF-100 Canucks and F-86 Sabre fighters and T-33 Silver Star trainers, assembled in Winnipeg from Eastern Canada bases Aug. 13. It took off from there on a tour designed to give residents in 50 Prairies and West Coast centres their first look at the RCAF's jet fighters and trainers in massed flight. The tour also is to give pilots and ground crews, who are following the swifter planes in big C-119 Flying Boxcars, experience in operational mobility. Dubbed Operation Prairie-Pacific, the tour is under command of Wing Commander C. C. Lee, of Vancouver.

EASTERN CANADA

TORONTO—Urging that the Canadian Government adopt an effective system of compulsory military training and service, Gen. H. D. G. Crerar predicts that the Korean War would break out again whenever the Chinese Communists thought the situation suitable. "In Indo-China, France has received a severe defeat, which has also been a strategic blow to all the Western democracies. Politically and militarily, this recent Communist success is of wide-spread importance. Let there be no mistake, we Canadians have just as much cause for anxiety at this situation as any other nation outside the Iron Curtain."



General Crerar.

WINDSOR—Sqr. Ldr. Harold J. M. Londeau, RCAF, received a diploma with distinction when he completed a 2-year, post-graduate course at the College of Aeronautics, Cranfield, Bedfordshire, England. S/L Londeau received his diploma from Sir James Helmore, K.C.M.B. During his studies in England, S/L Londeau was elected an associate fellow of the Royal Aeronautical Society and an associate fellow of the Institute of Petroleum. He is now attached to AFHQ, Ottawa, where he will be an aeronautical en-

gineering officer on the engine design and development staff. He will also be the RCAF member on the NATO committee for fuels, lubricants and explosives.

HALIFAX—F/L A. S. Logan, DFC, of Pictou, N.S., Commanding Officer of the RCAF Recruiting Unit in Halifax for the past year, has been transferred to flying duties at RCAF Station Winnipeg.

QUEBEC—Canada has developed a new armor-piercing ammunition which has been accepted for standard use by Britain and the United States. "Canada is recognized as a leader in this field of munitions development," Defense Research Board announced in a statement outlining some of the things the Duke of Edinburgh saw during his 3-hour visit August 13 to the Canadian Armament Research and Development Establishment at Valcartier, Que.



New Navy Helicopter.

A Royal Canadian Navy HUP-3 models its official markings. Painted a two-tone grey, with scarlet stripe around the forward fuselage, the RCN helicopter is now "officially" ready for active duty. Three of the five-place HUP's, built by Piasecki Helicopter Corporation, Morton, Pennsylvania, USA, were recently delivered to the RCN for rescue and operation aboard ice breakers. They are being operated by personnel of Squadron VH-21, located at HMCS Shearwater.

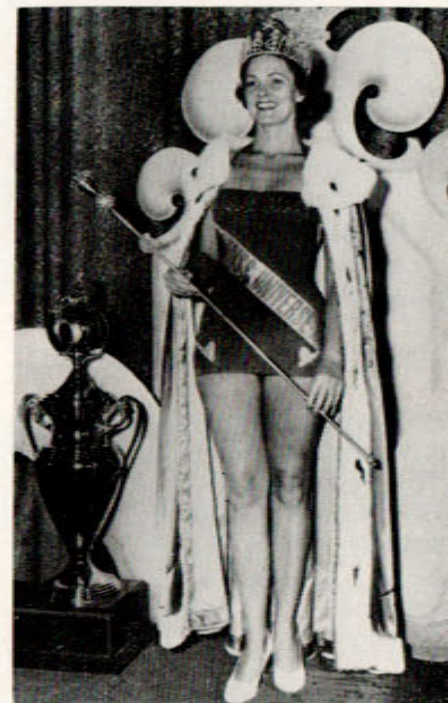
TRENTON—Group Captain J. B. Millward, Commanding Officer of RCAF Station, Trenton, for the past two years, has relinquished his command. He officially handed over the station to his successor, Group Captain G. G. Diamond, formerly of AFHQ. G/C Millward will leave Trenton shortly to begin a year's course at Royal Military College, Kingston.

UNITED STATES

WASHINGTON—General Otto P. Weyland said the time is fast approaching when the United States tactical air command which he heads can use atomic weapons "in large numbers" if their employment is authorized. "Every offensive type of aircraft that we have in the tactical air business is or will be equipped to deliver such weapons . . . every fighter-bomber and every light bomber," he said in a copy-

righted interview with the magazine U.S. News and World Report. "We are fast approaching the time when atomic weapons, if called upon, can be used in large numbers."

WASHINGTON—The U.S. Continental Air Defence Command will be organized next month at Colorado Springs, Defence Secretary Wilson announced. Its designated commander-in-chief is Air Force Gen. Benjamin W. Chidlaw. The idea for a combined command or authority to direct the air defence of Canada and the U.S. has already been sounded out in informal military conversations. But U.S. defence officials, grateful for the close co-operation in defence matters already existing between the two nations, approach the single command idea carefully and with due appreciation of Canada's pride in her heavy contributions to date for the common defence. Canada can see no present need for any single continental defence command of the kind visualized in Washington. In fact, officials are getting a little weary of the suggestion. Canada has worked in close harmony right from the start of continental defence planning and there is a constant exchange of information on all aspects of continental defence.



The "Bernier Beauty."

WORLD QUEEN OF BEAUTY — A winsome southern lass from South Carolina, Miriam Stevenson, poses with her royal regalia after being named queen of the world's beauties in the annual "Miss Universe" contest. She is 5 feet 6 inches tall, weighs 120, has bust-hips-waist measurements of 36-36-24, and even has a few freckles. She had been named "Miss U.S.A." in preliminary competition.

WESTERN CANADA

COMOX—A squadron of all-weather CF-100 jet fighters will be established at RCAF Station Comox within a month, an air force official said. The base is being readied to receive the interceptor-fighters to reinforce the Pacific Coast command but nothing is definite yet.

AIR CADETS

BRANDON — A ceremonial parade and award presentation marked the close of the visit to the Canadian Joint Air Training Centre, Rivers, of the 745 Special Air Service Cadet Corps. The 48 cadets marched past in review order as Lt.-Col. T. J. E. McClelland, C.D., deputy commandant of the Centre, took the salute. Highlight of the ceremony came when the deputy commandant presented the lads with their "clipped wings." To obtain their wings the cadets participated in jumps from a mock tower and dummy aircraft. It is to their credit that every boy passed this phase of the training, and received his wings.



18 Royal Canadian Air Force Cadets inspect an RCAF H-21 helicopter at the Piasecki Plant in Philadelphia. Guests of the State Civil Air Patrol, the group also visited the Naval Yard and large companies in the Philadelphia area. The cadets also inspected the Piasecki 44-place H-16 helicopter and the Navy HUP fleet helicopter.

CALGARY—Alberta is a record-breaking province as far as Air Cadets are concerned, states the handsomely bound 1954 edition of the Air Cadet Annual. Per capita enrolment of air cadets is higher in this province than in any other section of Canada. Scattered across a wide area from the U.S. border to as far north as Whitehorse, there are 45 squadrons in Alberta with an air cadet strength close to 2,800.

REGINA—It was a bright and undiscouraged 17-year-old air cadet, Del Windrum, who early this month caused excitement by setting off for Estevan in a light Cessna aircraft and wound up with an emergency landing on a farm near Raymond, Montana. Interviewed in Regina, air cadet Windrum said he was none the worse for his experience. "This was my first solo flight. I just could not find Estevan and when the fuel got low, I came down on a strip

beside a wheatfield. I thought I was still in Canada. I expect I will have to do my solo flight again," he said.

FAR EAST

TOKYO—Ho Chi Minh, the Vietminh leader, has pledged to "liberate" the southern part of Vietnam, the Peiping radio said in a Chinese-language broadcast. The broadcast said the following statement was made by Ho Chi Minh on July 22: "At the Geneva conference we gained a great victory with the full assistance of the Soviet Union and China. We must continue our utmost efforts during the peace to win the unification, independence and democracy of the whole nation (Vietnam). During the cease-fire we must adjust the military zones as the first step toward our final goal."

OVERSEAS

BONN—Dr. Otto John said in a prepared statement to 400 correspondents of the world press that he left West Germany voluntarily contrary to what was announced previously. He denounced the pro-United States policies of Dr. Adenauer, the plan to rearm West Germany, and the so-called revival of nazism as destined to threaten the very national existence of the German people.

LONDON—A report on the most comprehensive study of atomic warfare yet made in the Western world has been given to the British Joint Chiefs of Staff. The details are classified "cosmic top secret," the highest security category in the 14-nation Atlantic Treaty organization, but it is said on high authority that 2 main deductions have been drawn: 1. That warfare in future will inevitably be atomic. In other words, the belief of certain of the Atlantic powers that war can remain conventional because no antagonist will wish to be the first to use nuclear weapons is ruled out. 2. That the peak of destruction in any future war will come at the outset and will not develop gradually as was the case in the Second World War.

LONDON—Britain said it has built and test-flown the first known twin-jet fighter capable of exceeding the speed of sound in level flight. Prior to this announcement, the United States was the builder of the only known type of service fighter plane that could break the sound barrier in level flight.

STOCKHOLM—2 Canadian air cadets were among an international group of boys who had a surprise meeting with Sweden's King Gustav Adolf in the main railroad station here. The air cadet group included Frederick Annis of Middleton, N.S., and Murray Thom of Vernon, B.C. The king was just arriving back in the capital from a trip when the boys spotted him. He came over and shook hands with each member of the group.



Royal tour aircraft crew.

The crew of the RCAF C-5 are seen beside their aircraft, at Tangmere, England, before they flew H.R.H. the Duke of Edinburgh on most of his 20-day cross country tour. The plane left England on Wednesday, 28 July, for Ottawa. Right row, top to bottom: Sgt. C. J. Bergin, movement controller, Ottawa; Cpl. K. A. Sjolun, engineer, Wetaskiwin, Alta.; Sgt. J. Mignault, steward, Isle Verte, P.Q.; Cpl. M. Kupnowicki, maintenance crew, Edmonton; Cpl. H. A. Cluett, maintenance crew, Sydney Mines, N.S.; F/O D. A. Henry, radio officer, Montreal; F/L A. Martin, navigator, Grimsby, Ont.; F/L H. B. Russell, pilot, Harris, Sask.; W/C H. R. Morrison, captain, Winnipeg. Left row, bottom to top: F/L H. R. Cram, pilot, Lauder, Man.; F/L A. A. James, radio officer, Ottawa; F/L S. J. Pus, navigator, Vermilion, Alta.; F/S E. J. Benoit, flight engineer, Ottawa; F/S A. G. Trimble, maintenance crew, Ottawa; F/S R. Derouin, maintenance crew, Cornwall, Ont.

LONDON—Air Marshal Sir Dermot Boyle, chief of RAF Fighter Command, paid tribute to Canada's part in exercise "Dividend," largest aerial home defence manoeuvres ever held over Britain. "The Canadians performed as expected," said Boyle. "They are good airmen, they always have been good airmen and will continue to be good." He noted the 3-way role played by Canadians in providing interceptor craft based in England, "enemy" bombers simulated by RCAF Sabres from Europe and RAF Sabres built in Canada. An RCAF spokesman said the new Mark V Sabres from the continent "had things pretty well their own way" during the exercise.

OVERSEAS

ANKARA—S/L M. W. Dickinson is the RCAF's Liaison officer in Turkey assisting the Turkish Air Force in the use of Canada's mutual aid gift of Sabre jet fighters. He is helped by E. Staruk, Canadair's representative, F/O F. D. Kaye, pilot, Sgt. Phil Perry, of Vancouver, and Sgt. Dan Roy of Fort Garry, Man., aero-engine technicians. S/L Donaldson, of Ottawa, has a similar position with the Royal Hellenic Air Force in Athens, Greece.

RESERVE TRADESMEN TRAINING PLAN (Basic)



LAC Thompson teaches a class of Communications Performance Checkers.

Marching briskly down Sharpe Boulevard these days can be seen larger than usual groups of young men and women with a purpose. They are the trainees of RTTP (Basic) undergoing training in major aircraft and telecommunication trades. Writing for their Group 1 level on 30 August are 145 trainees divided among ten trades. Seventeen of the trainees are girls, most of whom train as Fighter Control Operators.

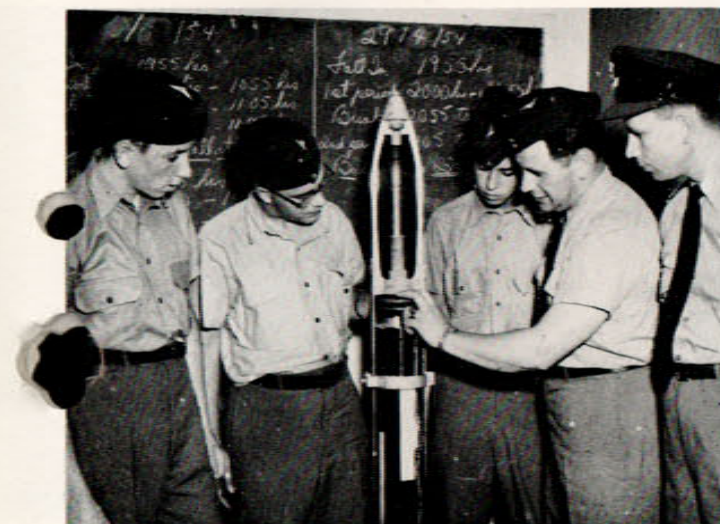
These are the people who will service the aircraft and ground installations on future Auxiliary Force operations.



Plotting aircraft positions in a practice session are, l. to r.: AW2s Beverly Bins, Lorraine Thompson, Pat Lyons and Edith Crowe.



Front Row: Sgt. Yule, LAC Gillingham, Cpl. Settie, Cpl. Muir, F/L Lee (OC), LAC Blank, F/L Doctoroff (CI), LAC Thompson, LAC Hall, Mr. Caldwell, Mr. Leach. Middle Row: Mr. Linton, Mr. Entwistle, LAC Miller, Mr. McKillop, Miss Mackenzie, Sgt. Thompson, Sgt. Jones, Mr. Elliot, Mr. Banick. Back Row: Cpl. Kennedy, Sgt. Legerre, LAC Husband, F/O Dann (C Tech O), Sgt. Browning, P/O Smaluk, Mr. Grant, LAC Knott.



Sgt. Thompson instructs AC2s Kiely, Clarke and Sellner on a rocket warhead, as P/O Smaluk looks on.



Corporal Kennedy and AC2s Newman, Kvalheim and Allison on the Mustang engine.

ROYAL

TOUR



Whitehorse: 9 Aug.—H.R.H. meets 76-year-old Patsy Henderson, reputed to be the original Indian discoverer of gold at Yellowknife.



Churchill: 11 Aug.—H.R.H. took time out for a tour of one of the grain ships in Churchill docks.



Coppermine—Shaking hands with a long line of Eskimo men who were present during his stopover.



Port Radium—At Port Radium the Duke donned helmet and coveralls to inspect a uranium mine.



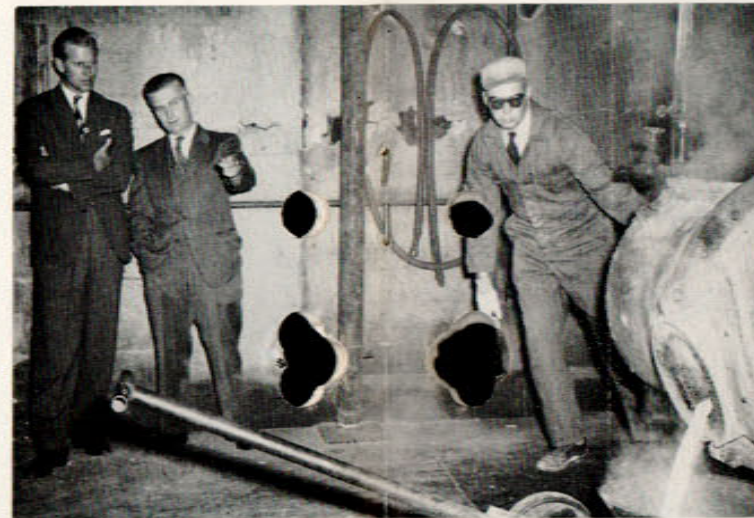
Fort Simpson: 8 Aug.—The Duke talks with Mr. Don Campbell, Calgary geologist.



H.R.H. viewing some of the equipment used in air supply aircraft (with Major D. C. Johnson and G/C J. A. Sproule).



Fort Nelson: 9 Aug.—H.R.H. accompanied by A/C Coleman pauses to chat with members of the girl guides troop at Fort Nelson.



Yellowknife: 10 Aug.—H.R.H. shows his interest in the smelting operations at Yellowknife. Here he views a 50-pound gold brick being poured.



Vancouver: 7 Aug.—After the official opening of the health centre, the Duke was presented with a miniature totem pole by one of the young patients.

STATION SPORTS PERSONALITIES



A/P/O CHRIS NEWTON

Chris is a native of Hertfordshire, England. Educated at Aldenham School he played for the 1st Eleven for three years, and during his last year, whilst captain, he scored 267 runs for an average of 24.3.

During school holidays he played for Radlett C.C. and Hertfordshire Colts.

Joined the Royal Air Force in August, 1953 and since coming to Winnipeg for navigator training has played for the NATO Nomads as opening bat (left-hander), and medium paced bowler.

His best innings this season was 40 for NATO Select against the Winnipeg R.A.F. Club early this month.

A/P/O DAVID T. M. SMALLEY

Born in Nottingham, England, and educated at Nottingham High School where he started his cricket career. Won school 2nd Eleven colours as a wicket-keeper, and since coming to Canada has played for the NATO Nomads as wicket keeper-batsman. His highest score this season is 26.

Cricket is not his only sporting interest—he is a keen rugby player, and is eagerly awaiting the start of the new rugger season.



F/O Harry Matties — left field. Started his baseball in 1948 with Moose Jaw Normal School. In 1949 he moved out of the city and played his ball at Dakhinda, Sask. In 1950, 1951 and 1952 he switched to softball in Regina, Sask. In 1953 softball again at Greenwood, N. S.



This year he decided to try baseball again and joined the present team where he is doing very well.

F/O Bob (Schoolboy) Rowe—short-stop. In 1947 he played junior baseball with the Victoria High School League in Victoria, B. C. He continued in this league until the end of the 1950 season, when he joined the RCAF. Didn't see any action until he came to Winnipeg and joined this team at its inception.



TECHNICAL NEWS —

"AERIAL DELIVERY SYSTEM"

Push Button Cargo Dropping

Development of a "push-button system" enabling an airplane while flying to drop as much as 20 tons of cargo safely to the ground, within a few seconds, is disclosed by the Georgia Division of Lockheed Aircraft Corporation at Marietta.

The new device, called an "Aerial Delivery System," is a big improvement over present equipment, its Georgia-Lockheed designers say. While it was made for the USAF C-130 turbo-prop assault airplane, it can be adapted to other USAF cargo aircraft.

A variety of military vehicles, weapons, equipment and supply items can be air-dropped by the system, using virtually any open space for the drop zone.

The system uses two aluminum alloy platforms, 9 ft. by 24 ft. and 9 ft. by 15 ft., which have a gross capacity of 25,000 pounds and 15,000 pounds, respectively. Cargo up to a gross weight of 20 tons is loaded and fastened to these platforms. Then these are loaded into the C-130 by roller conveyors.

The platforms fasten to the aircraft in the plane's cargo compartment.

The pilot, while the airplane is in flight, can release the platforms by pushing a button in the cockpit. The button releases an "extraction parachute" which disconnects one platform from the aircraft and quickly drags the loaded platform out the rear of the airplane.

After the cargo-carrying pallet clears the airplane an automatic mechanism opens several large 'chutes which lower the military load to the ground.

The second platform follows the first in a matter of seconds. It is lowered by 'chutes in the same manner.

Prototype platforms of the Aerial Delivery System have been delivered to the USAF for tests at the parachute test development facility in the Imperial Valley, California. Preliminary tests, using an USAF C-119, have been completed.

Part of the system is a development by Lockheed-Georgia engineers of shock-absorbing devices to cushion the impact of the platform when it strikes the ground. These devices are designed to prevent damage to valuable military vehicles, weapons, equipment and other types of cargo when the platform lands in the drop area.

They include mechanical methods which prevent the cargo-laden platform from upsetting due to rough terrain or drift caused by surface winds.

Both platforms and 'chutes are reusable. One reason for the ruggedness of the air delivery platforms is the efficient use of high-strength aluminum alloys.

(Continued on page 26)



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CADET OF THE WEEK



Each week a cadet who exhibits an outstanding example of dress and deportment to his fellow cadets is chosen by the Senior Course of Cadets and is named "Cadet of the Week." During the week his picture is prominently displayed in the school as an incentive to all cadets. At the end of the week this picture, autographed by the Officer Commanding, is presented to the chosen Cadet on the Commanding Officer's parade and the cadet then acts as aide to the reviewing officer on the parade.

Cadets chosen for the first three weeks of August are pictured here.

BUSINESS—

Trends and Comments

By F/L. J. A. GAUTHIER

THOSE PEOPLE who consider Canadian industry is in a slump should take a look at the following figures. During the week ending July 31st 78 new highs and 5 new lows of general stocks were recorded on the Canadian stock exchanges.

The mines and oils didn't do as well but there is encouraging news of better markets for Alberta and Maritime coal and prairie oil.

Twenty thousand tons of scrap metal were recently sold to an Italian firm for \$150,000.00. This scrap was formerly known as the "Empress of Canada," and was salvaged from Liverpool harbour at a cost of \$1,000,000.00. The ship burned and sank in January, 1953, at the dockside.

The Bristol Aeroplane Company, England, now has control of MacDonald Brothers Aircraft, Ltd. The reported cost to Bristols was \$3,000,000.00. This writer believes that the Bristol Helicopter will be the main product turned out at the Winnipeg plant in the not too distant future.

Television is rapidly making its mark on the Canadian way of life. There are now thirteen operating stations across the country, and there will probably be ten more by the year's end, with a further five starting in 1955. The production of TV sets for July, August, and September is rated above 1,000 per day. Colour sets should be on the market within a year or so.

Canada must appear as the land of milk and "money" to much of the world's population, and rightly so. The St. Lawrence Seaway is now under way, and this project will entail an expenditure of \$800,000,000.00. Then there is the \$300,000,000.00 pipeline from Alberta to Ontario and Quebec. In Labrador a hydro power plant will some day operate at Grand Falls at a probable cost of one billion dollars. Finally an agreement has been

signed with the British Columbia government to cover the development of the Yukon River hydro resources, another \$700,000.00 project.

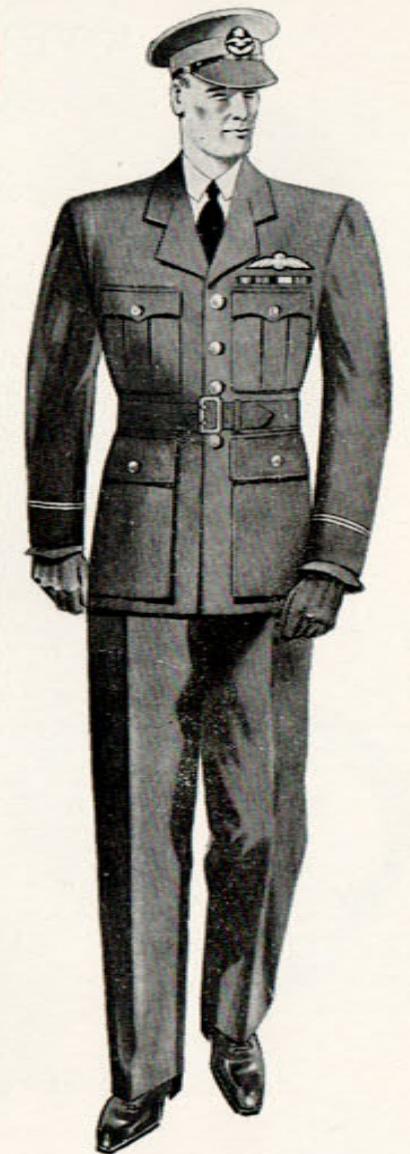
With these basic projects there will be many allied fields developing across the country giving us a continuously expanding industry.

Canada can surely face the future with pronounced confidence.

Now that the frost is out of the ground I wonder if the Manitoba Highways Department is considering repair or construction of additions to its marvellous trunk system of highways.

CINEMA

| | |
|--|--|
| August 31 BIG LEAGUER (G) Vera Ellen Edward G. Robinson | September 15 MAN IN THE DARK (A) Edmund O'Brien Audrey Totter |
| September 1 BLOSSOMS IN THE DUST (G) Greer Garson Walter Pidgeon | September 16 GROUNDS FOR MARRIAGE (G) Kathryn Grayson Van Johnson |
| September 2 WIZARD OF OZ (G) Judy Garland | September 19 LIVING IT UP (G) Dean Martin Jerry Lewis |
| September 3 WAC FROM WALLA WALLA (G) Judy Canova Stephen Dunn | September 20 GIVE A GIRL A BREAK (G) Debbie Reynolds Marg & Gower Champion |
| September 5 EXECUTIVE SUITE (A) Barbara Stanwyck William Holden | September 21 BANNERLINE (G) Sally Forrest J. Carrol Naish |
| September 6 SIREN OF BAGDAD (G) Paul Henriad Patricia Medina | September 22 RED BADGE OF COURAGE (G) Audie Murphy |
| September 7 EL ALAMEIN VALLEY OF THE HEAD HUNTERS (G) Double Bill | September 23 JIVARO (A) Fernando Lamas Rhonda Fleming |
| September 8 CRIME WAVE (A) Sterling Hayden Phyllis Kirk | September 24 STRANGER WORE A GUN (G) Randolph Scott Claire Trevor |
| September 9 BAIT (A) Hugo Haas Cleo Moor | September 26 MOGAMBO (A) Clark Gable Ava Gardner |
| September 10 WOMAN OF THE NORTH COUNTRY (G) Luth Hussey Rod Cameron | September 27 DIAL M FOR MURDER (A) Grace Kelly Ray Milland |
| September 12 SECRET OF THE INCAS (G) Charlton Heston Yma Sumac | September 28 FAST COMPANY (G) Howard Keel Margery Main |
| September 13 SUMMER STOCK (G) Judy Garland Gene Kelly | September 29 TENNIS CHAMP (G) Shelley Winters Keenan Wynn |
| September 14 OUTRIDERS (G) Joel McCrea Arlene Dahl | September 30 BOY FROM OKLAHOMA (G) Nancy Olson Will Rogers, Jr. |



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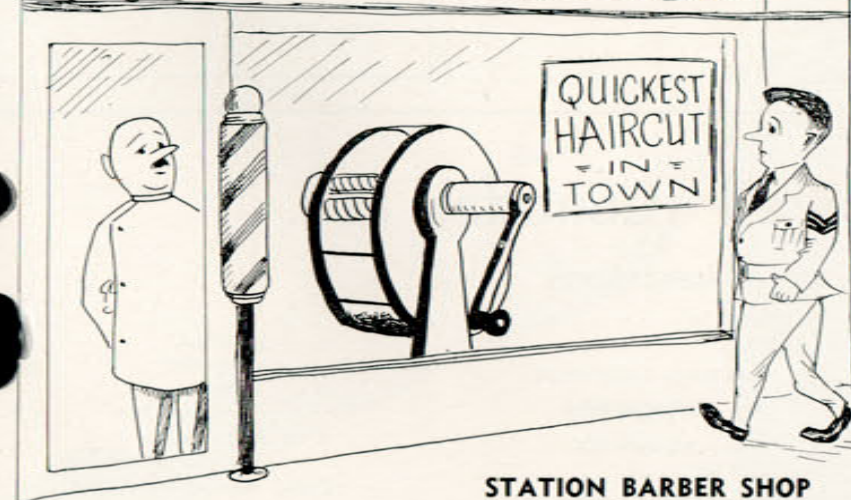
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Canadian National Exhibition

By F/O Bill Bayley,
PRO 14 Tr. Gp. H.Q.

THE APPROACH of this year's exhibition at Toronto calls to mind some of the amusing incidents that happened last year within the confines of the Armed Forces display area.

I was one of those fortunates who were selected (strictly through good looks!) to explain to the public the wondrous gadgets, switches, etc., which go to make up Canada's principal jet trainer, the Shooting Star.

The weather was perfect, at times too perfect, with temperatures registering around 100°.

Sixty thousand people, at a rough, conservative estimate, climbed the ramp over the wing of the Shooting Star, paused, asked a question or merely stared, shook their heads and passed on.

After the first 10,000 or thereabouts had passed by in this manner, the answers to all the different questions that could possibly be asked had by this time been memorized by us. In fact, we could

(Continued on page 32)

Voxair Vixen

The young lady featured this week is none other than our own LAW Joyce Maxwell, of the Safety Equipment section.

Nineteen year old Joyce has been at Winnipeg for almost a year, and was a member of the cast of "Peg-air Revue" which entertained the U.S.A.F. at Armstrong recently.



VOXAIR VIXEN

Joyce Maxwell

RCAF, Winnipeg

WHO LAUGHS LOUDEST?

(Continued from page 5)

jumped, just as the now fiercely burning aircraft went into its final spin.

Elated by my victory, hollow though it had been, I laughed aloud as I set a rough heading on my compass and prepared to continue my flight, but a few minutes later I found the weather closing in around me. I changed heading North, skirting the overcast until I could turn East again. Fifteen minutes later I was forced on to a south-easterly heading. Holding direction for a while I looked for a pinpoint which would give me an idea of my position.

With a shock I realized the truth—I was lost, with no radio contact possible.

Then in the distance I saw columns of phosphorus smoke. This must be the artillery site at Chemulpo—at last I knew where I was. I throttled back a little and headed towards the smoke, but five seconds later I changed my mind for I saw before me on the ground a moving line of transports bearing

on their tops the white star of the enemy. With an oath I realized I was over enemy territory. At the same time my indicator told me that I was almost out of fuel.

As I started to try to make altitude the engine of the MIG failed completely and the ground began to rush up to meet me. All my instincts came to my help now and I concentrated on my approach. A little to the left . . . steady . . . right a bit . . . I braced myself for the impact, and with a ripping sound, and a crash which shook every bone in my body, the aircraft slid on its belly and dug its nose into the ground.

The air was full of dust and smoke as I came to. Pain stabbed, and my left leg was completely numb. I felt a trickle of blood run down my face and I realized that there was a deep cut over my eye. I dragged myself out of the wreckage of the aircraft, and sank to the ground exhausted. When I recovered I opened my eyes to find the clearing lit by a red glow—above me a red flare was dropping slowly to the ground . . . the search party!

With an effort I pulled myself erect and stumbled away through the undergrowth, trying to put as much distance as possible between myself and my pursuers. After I had been struggling along for about half an hour I came upon a small stone cottage. Lights from an oil lamp in the window showed that the place was occupied. I drew near, and hammered on the door, crying out in my best English that I was a British pilot who had been shot down. The ruse worked and, as the door opened, I saw that the only occupants were an old man and his son. I thrust my way inside, drawing my revolver as I did so.

I backed them against the wall, and looked around the cottage. I would have to get rid of them, but how? Suddenly over in the corner I noticed a trap door in the floor. I motioned towards the trap with my revolver and they started to move over to the corner, when footsteps outside made me stop short. I extinguished the light and ran to the window, forgetting my prisoners for the moment. A shuffling noise behind me made me whirl around in time to see the old man about to throw a heavy knife in my direction. I shot from the hip . . . a dark brown stain spread over the front of his tunic as he fell to the ground, the knife falling from his lifeless fingers. The boy, galvanized into action by his father's death, flung himself at me in blind fury. I stepped quickly to one side and reversing the revolver brought the butt down heavily on his uncovered head. He dropped with a groan and lay still. I looked at him for a moment as he lay, then remembering the situation I sprang back to the window.

Everything outside appeared quiet and still, but over to the left I saw a movement in the shadows. I broke the glass in the window and snapped off a shot in the direction of the movement. There was no sound from the thicket . . . perhaps it was not a search party, only an animal prowling around.

My thoughts were rudely interrupted by a flash from the bushes, and a bullet whistled over my head. I ducked, cursing as I did so, and lay still for a moment. Very carefully I drew myself up again and through the darkness I could clearly make out the shape of a man. I shot again, this time with more accuracy for I heard a cry, then . . . silence. Who was this lone stranger outside? A search party would have rushed the cottage before now.

Realizing that I could do no good cooped up in the cottage, I got up, threw open the door, and, scrambling out into the darkness, I stumbled towards the shelter of the bushes. Shots ploughed up the ground behind me as I reached the cover.

Peering into the darkness I tried to locate my adversary. Just to the right and clear of the trees I spotted him, outlined against the sky, and taking careful aim I pulled the trigger. He stood for a moment, then fell to the ground without a cry.

I could still see him in the clearing, a dark shape huddled on the ground. Perhaps he was playing

possum. I pumped two more shells at him but he didn't move. Deciding to take no chances I backtracked into the undergrowth, circling around to approach him from another direction. When I was just behind the clearing where he lay, I stopped, then with revolver ready rushed forward.

I stopped dead in my tracks. The clearing was empty. I turned quick-

ly in order to retreat into the bushes to find myself facing the muzzle of a .45. Here was no searcher. The uniformed figure standing before me was another pilot, an enemy pilot who still bore the cuts and scratches he had received in jumping from his damaged Sabre earlier that day. Here was my former opponent . . . only this time he was laughing.

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TECHNICAL NEWS (Continued from page 19)

NEW TURBO-PROP TRANSPORT

New wings for high-speed military troop and cargo movement are displayed for the first time in this photo of the U.S. Air Force YC-130 turbo-prop transport. Now being readied for its first flight by Lockheed Aircraft Corporation, designer and builder, the cavernous YC-130 will carry loads of up to 20 tons at higher speeds than any other transport now flying. Note the unusual design features of the low-slung fuselage, which has a floor the same height as truck beds; the high, upswept tail for rear-end loading; the tandem landing gear that rises straight up into the fuselage; the 132-foot-long wing; the sleek, small engine nacelles; and the large window area of the pilot compartment.



Lockheed YC-130

In regular USAF operation the plane is designed to fly:

(1) Long-range personnel movement and logistic support operations in air evacuation, troop carrier, and cargo missions as desired.

(2) Assault and support missions right to the front lines, carrying troops and material for forward airstrip delivery or parachute drop.

(3) Ambulance missions from near-front line forward areas, evacuating casualties in airborne litters which may be installed quickly for return trips.

Powered by Allison T-56 turbo-prop engines of 3750 h.p. each, the YC-130 has huge Curtiss-Wright Turboelectric three-bladed propellers, and is pressurized for most efficient operation at altitudes far above those commonly flown today by transports.

GRADUATING CLASS 5315 AI



Back row, left to right: F/C's Morenius, Henderson, 2/Lt. Bouche, 2/Lt. Leysen, F/C's Flannery, Dickner.

Front row, left to right: 2/Lt. Vandenberghe, F/C's Balork, Roebuck, F/L Patenaude (Instructor), F/C's Hach, Pomerleau, Peters.

F/C "Ted" Balork

Appearance: In a game of stuke.
Favourite Expression: "You are wrong, sir, this is the way."
Ambition: To stuke Flannery.
Biggest Boob: 30 minutes late for briefing.

Lt. "Tom" Bouché

Appearance: Skinny but sexy.
Favourite Expression: "Elle est moche."
Hobby: Square dancing when in his favourite condition.
Ambition: To open a Belgian club in Liege.

F/C Rene Dickner

Appearance: OO La La.
Favourite Expression: "Hey, sir!"
Ambition: To stay in St. James.
Probable Destination: Resolute Bay.

F/C Paul "Cousin Weak Eyes" Flannery

Appearance: Irish.
Favourite Expression: "You're tapped."
Ambition: A posting to Whitehorse.
Probable Destination: Winnipeg Beach.

F/C "?" Hach

Appearance: With a glass.
Favourite Expression: "Bet you can't pronounce my first name?"
Ambition: Best AI man in the Danish Air Force.
Hobby: Putting Roebuck to bed.

F/C "Cal" Henderson

Appearance: Sleepy.
Favourite Expression: "Brakes . . . overshoot starboard."
Ambition: To park his car without getting a ticket.
Hobby: Roller coaster interceptions.

Lt. "Alf" Leysen

Appearance: Tubby.
Favourite Expression: "Let me have your charge card, Peters."
Ambition: To fill Peters' charge card.
Biggest Boob: Meeting Peters.

F/C "Erik" Norenus

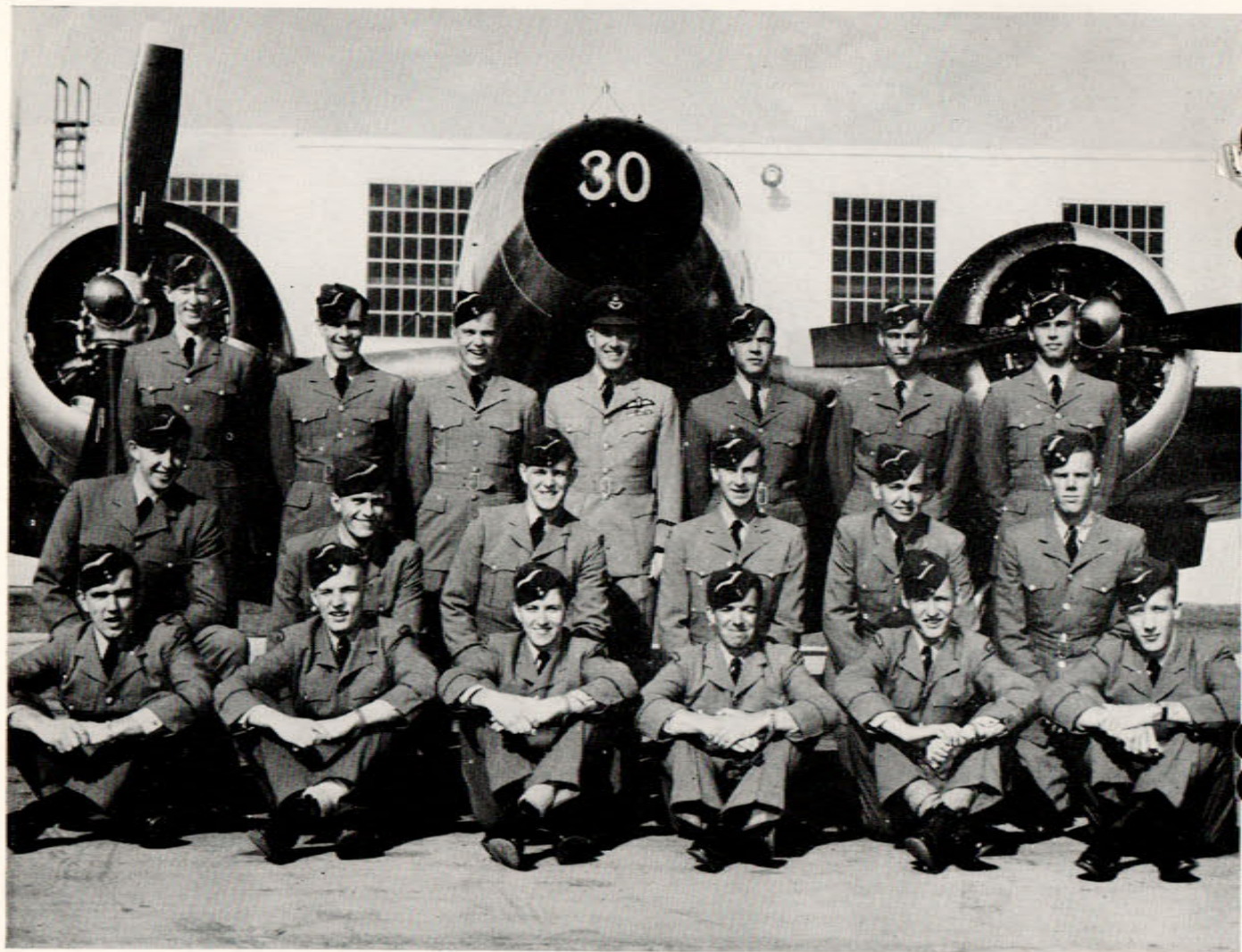
Appearance: Lady killer (he thinks).
Favourite Expression: "I better stop for gas."
Ambition: A nurse in Ottawa (any nurse will do).
Hobby: Trying to start his Ford.

F/C "Keith" Peters

Appearance: In bed.
Favourite Expression: "There isn't a honk box in the aircraft, sir."
Ambition: To finish growing a moustache.
Hobby: Arguing.

(Continued on page 32)

GRADUATING CLASS CSC 53



Front row, left to right: F/C's Graham, Shook, Sherman, Hebert, Smith, McLaren.
Centre row, left to right: F/C's Sherlock, Eylofson, Sharpe, Nelson, Dokken, Storr.
Rear row, from left to right: F/C's Macdonald, Wark, Laidlaw, F/O Hutchinson (instructor), F/C's Chagnon, Chaumette, Webster.

CSC53

Course CSC '53 as its name suggests, contains cadets from two of the Canadian services colleges, Royal Canadian Military College and Royal Roads. What its name does not suggest is the presence of F/C Bill McLaren from the University of Toronto, who has become so well known to all of us.

The course contains a fair cross-section: F/C's Dokken, Graham and Laidlaw have just graduated from Royal Roads and are on their way to RMC. F/C's Webster, Wark, Shook and Macdonald are entering fourth year at RMC. The remainder of the course are entering third year.

We wish to extend our thanks to our two course directors, to Flight Lieutenant Rodrigue who guided us through primary school at Summerside and to F/O Hutchinson who helped us over the

final hurdles this summer. We would also like to remind our ex-class mates who left us in that hard first summer that they are graduating with us in spirit, at least.

Marcel Chagnon is a Montrealer who has not failed to live up to his French lineage, if one is to judge by the time he gets in on Saturday nights. He has achieved distinction by owning half of "Old Bess," the course's oldest car. His colossal boob: Missing a weekend to Kenora with a certain young friend.(?)

Louis Chaumette: Our boy from the plains of Abraham, has one undying ambition: To get a picture of a lightning flash. He achieved notoriety by carefully nuturing his language difficulty, and will long be remembered for his introduction of the course to the Quebec-Edmonton "toe-poe." As Louie would

say "Let's face it, without Lou who could Sherman argue with?"

Maynard Dokken, much better known as "Doc," is a "pit-hound" of long standing. He is privileged to be co-owner of the "diesel," more kindly called "Jezebel"—the course's second-oldest, and most prima-donna-ish car. It has been noised about also that Doc has a most laudable appreciation for the refreshment facilities offered by the mess. He hails from Ottawa, and is inordinately proud of it.

Magnus Eylofson, a hardy lad from Prince Rupert, is the course expert on denizens of the deep, having been in the fishing business. He was in his element last summer in P.E.I. where sea-food was the order of the day. "Ollie" has a disturbing ability to strike up acquaintances with young females

providing Herbert doesn't get there first. He also has a healthy interest in the economic status of the hop-growers of the world, frequently contributing towards their welfare. Such philanthropy warms the cockles of his heart, he says.

Hal Graham is a Vancouverite. Hear him tell it, the weather is wonderful there (if you're a duck). But we put up with such madness because he got our pencil sharpener. Hal is noted for his famous query: "Sir, can we have our own little graduation?" The classic answer to this is, of course, "Graham, don't waste my time." Hal managed to break into hospital for a rest and thereby succeeded in getting further behind in flying even than Willy McLaren, which is no mean feat.

Marc Hebert recently abandoned Guelph for the night clubs of Montreal—which surprises no one. He is a dangerous man with the fair sex, even though his judgment on occasion has been debatable (see Dokken for details). Marc decided on his "controlled track and Eta" trip that some time needed to be lost. The only trouble is that the API stops at 70 knots, eh, Marc?

Bill (Lump) Laidlaw is a happy man. The exams are over. And now back to Victoria! He calculates that after one week the family will be weary of his inert form gracing the household, and so will be glad to see him off east to RMC. "Willy-Lump-Lump" achieved fame when he was discovered, after an evening at the mess, sitting on the steps with his head on the flower-box admiring the beautiful evening.

Fred Leeson comes from St. Thomas, which to him is "God's country." Fred is the capitalist of the course, sporting the course's newest car. Having made the initial mistake of picking a car in the prime of life, he has been forced to pamper it all summer. Being a "Gen Nav," Fred didn't let it worry him when, aiming at Big Beaver, he hit Regina. His solution: land at Rivers.

Verne MacDonald: Hails from the fruit belt (Okonagon Valley). Verne has the dubious honour of being the only artsman among a passel of true-blue engineers; and thus he is frequently called upon to defend the liberal arts against great odds, fighting shoulder to shoulder with our course director, who is himself an "artiste." If you hear anyone calling the "Douk" . . . that's Verne.

Bill McLaren calls Ancaster home, but his heart is really in Pembina. Every time he does a night trip, he ends up over Pembina. How he does it is a secret. He keeps himself busy by catering to Jezebel's whims. Willy is a University of Toronto man, the only university man in an onion patch of CSC 53.

Duane Sharp is an inhabitant of Ottawa. It was here that he first fell in love with the Comet. He hasn't been able to look at a girl since. "Sharpie" is gaining a reputation as a financial wizard. He is buying a bond while on ROTP pay. Any

W/C E. C. SNIDER TO PRESENT WINGS AT GRADUATION

When they step forward to receive their wings at 2000 hours 27 August members of Canadian Service Colleges Navigation Course 53 will be greeted by a figure familiar to many of them. Attaching brevets to the left breast of the Navigation School graduates that night will be W/C E. C. SNIDER DFC, the Air Force Staff Officer at Royal Military College, Kingston, Ontario.

time you see Duane with his football cleats on, move rapidly in the other direction, or else you'll be drafted as a ball-chaser or something.

Clifton Shook comes from Lamont, Alberta, which in case you didn't know, is the hub of the universe. "Cliff" is the course cynic. His favourite expression is, "Well, if you say so, sir." Was very disappointed with his last trip. He got only 94%. His greatest ambition is to become a civilian. Cliff is well known for his practice of mapping pilot's pin-points. He will be Cadet Squadron Leader at RMC this year. Watch out, Smitty.

Doug Smith (Smitty) has given many communities the privilege of harbouring him, among them Red Lake (he takes full credit for every bearing taken off the beacon). Coming to RMC apparently sold him on Kingston, because that's where he now hangs out. "LAC" Smith is famous for his revolutionary trends in uniform dress, having figured out exactly what the "Gen Nav" should wear. He is the proud owner of the course bicycle, which aids him greatly in his love life.

Norman (Rocket) Sherman: From a beautiful little city on the shores of Lake Ontario—Kingston by name—Norm came forth spouting arguments for and against everything imaginable. Owing the other half of "Old Bess" Norm is now known as the "terror of Whytewold" because of his efforts to learn the gentle art of driving. If only Lizzie will hold together. He is also purportedly preparing for some rocket flying—see you on the moon, Norm.

Ian Sherlock: A fugitive from "Blighty," has adopted Streetsville, Ontario, as the place he hangs his hat; but would we be wrong in saying that Belleville holds more charm for him? His confidence in his navigational ability is unsurpassed: on his night check he took off without the met winds! To demonstrate the ingenuity of the human species, he and his staff nav synthesized their own winds 100 degrees wrong.

John Starr, now known as "Wheel," comes from a little town called Montreal. Yes, John, we've heard of it! John,

along with a certain infamous flying partner of his, had occasion last summer to learn his dinghy drill—in a hurry, we might add. "Exploders" fly very poorly on no engines, and the Gulf of St. Lawrence is quite damp. However, such was John's luck that at the last moment the engines decided they didn't want a ducking. Shucks!

Bob Wark: A boxer, wrestler, football player and eater of note at Royal Roads, Bob has stood out consistently in at least one of these activities during the three summers of training. (We won't say which one, but that isn't all muscle under that tunic.) "Daddy" has a passion for mediocre pianists, high air marks (his), sinks, and the hallowed status of civilian which he will attain upon graduation from RMC next spring.

John Webster: The young man with the glossy appearance, military bearing, high marks, and careworn aspect (four summers of training) has stood out both at RMC and ANS, where he held the post of COC. Unrestricted leave will probably occupy John's thoughts for the next year, with mechanical engineering and a CSL post thrown in for good measure. Ultimately, his plans include a long (and probably successful) career in the permanent air force.

Wifey: "That couple next door seem very devoted. He kisses her every time they meet. Why don't you do that?"
Hubby: "I don't know her well enough yet."

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CURRENT AFFAIRS

(Continued from page 4)

many, would be in a favourable position to direct their atomic attacks with crippling and intimidating effect upon Paris and London, and upon industrial centres. Relative inaccuracy of the rocket would be no great handicap when it is armed with an atomic war-head.

Western strategy, in the event of a Russian attack, is retaliation by air, instant, unhesitating, and certain. Professor Stanley holds that retaliation by rocket bombardment of Russian targets is very difficult because of the vastness of the U.S.S.R. and the lack of geographical information. Piloted aircraft provide our only means of effective retaliation. These face the hazards of interception by radar, enemy aircraft, and guided ground-to-air missiles. In piloted aircraft we are at present, superior to our potential foe; in them alone can we reach beyond the presently known range of the modern rocket.

What does all this signify? Professor Stanley asserts that in a war fought with salvos of rockets and fleets of aeroplanes the familiar

land and naval forces have only a minor offensive role to play. The day of the large, cumbersome, slow-moving army is over—except, perhaps when employed against more primitive, less scientifically developed peoples. The new army must be small, highly mobile on land and in the air, and thoroughly trained technically. Quality must replace quantity. If this view is correct, the awesome size of Russian and Chinese armies will be of lesser importance.

As to the Navy, the professor thinks that great battleships and flat-tops must give place to small surface ships and submarines. In



CF-100 all-weather fighter.

a nuclear war the battleship will be a sitting duck; and even underwater craft will be at the mercy of the atomic depth charge.

The senior services must thus yield priority to the air force. Massive deterrent air power is our best (Continued on page 31)

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Regulations For Time-Expired Airmen

DISCIPLINE:

It has been brought to the attention of HQ that personnel have been expiring without written permission from their superior officer. This practice must cease forthwith. It must be clearly understood that there still exists an acute shortage of manpower and that any man who dies without first obtaining permission will be severely dealt with.

PROCEDURE:

Permission may (exigencies of the Service permitting) be given by WO rank or above and the subject airman is to be fully qualified by rehearsal in the following drill in which the subject airman will be known as "Victim."

"Victim One"—The victim will stagger one full pace of 30 inches, followed by a short pace of 29.5 inches, at the same time allowing his eyes to glaze slightly.

"Victim Two"—On this command the victim will sink slowly and smartly to his knees on his own count of 2-3 fall flat on his face, arms outstretched, thumbs in line with the seams of his trousers.

"Victim Three"—Upon receipt of this final and most important command the victim will lower his toes smartly to the ground at an angle of 30 degrees (magnetic) to the shoulder blades and remain perfectly still while completing the glazing of the eyes. From this point victims have been permitted to carry on in their own time. Exigencies of the service may make

slight changes in the procedure necessary.

SPECIAL INSTRUCTIONS:

The last breath consists of two dewberrys-oxygen. The death rattle will not be used except on ceremonial occasions or unless ordered. Before dying the victim will report to unit for map showing route to heaven. This route has been clearly laid out to be followed carefully (deviation or stop-overs will not be permitted). All officers travelling in the opposite direction will be given the regulation compliment. On arrival, victim will report to Unit OR 900 Squadron for Angelification and the following will be drawn from supply:

- Wingsprs. 1
- Harps, playingea. 1
- Manual for aboveea. 1
- Clouds, fleecyea. 1

Wings will be blanched daily (pussers blanch). Harps will be clean and highly tuned at all times. Clouds will be checked for condensation and filled with REF 34A/170 Anti-freeze when necessary. Muster parade one hour after arrival for halo fitting.

DRESS:

AAA White, Wings at the dip, Harps at the swoop.

SPECIAL NOTE: Whilst in heaven it must be clearly understood that men still come under the National Defence Act and will conduct themselves in a smart and airman-like manner.

CURRENT AFFAIRS

(Continued from page 30)

hope for keeping the cold war on ice. Fast long-range jet bombers for offense, fast, rocket-launching jet interceptors and ground-to-air guided missiles for defence, are the prime weapons required.

If Professor Stanley has his way, military education will concentrate upon the development of the mind. He says a thorough training in science should be part of the equipment of every sailor, soldier and airman. Additional technical and mechanical training should replace some of the older and more familiar training routines. But the humanities also are needed in military education to balance the influence of science, to develop wisdom and to keep our spiritual ideals alive in a mechanical age.



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CANADIAN NATIONAL EXHIBITION

(Continued from page 22)

tell, just by a sightsee-er's furtive glance into the cockpit, or by the first word uttered, exactly what question was going to be asked. For instance, a young boy would come up with his father. Expression on boy's face—eager, excited—on father's—condescending.

Boy leans over rail and peers at the forward controls, and bursts out with, "Where's —?"

No need to let him go further! We know he is going to ask "Where is the trigger to fire the guns?"

A middle-aged lady with look of wonder mixed with apprehension. Question: "Is —?" (We know!) "Yes Madam! This is the aircraft with the ejection seats." Gingerly she touches the canopy. Question: "Does —?" (We know

again!) "No Madam! The pilot does not eject through the canopy. The canopy is always ejected first."

Here are some of the real prizes we shall never forget:

"How many rivets are there in this aircraft?"

"Just a moment, Madam—one, two, three, four—"

"Oh! Don't bother to count them!"

"Thank you very much, Madam."

"Where's the propellor?" and

"Ah, this must be a float plane—those ARE floats on the wing tips, aren't they?"; "How did you fly this in here?" (the space 70 yds. by 40 yds. approx.); "Does this thing fly?"

And above all—"Are you a pilot? You don't LOOK like a pilot."

Oh, happy days, though, and how envious we are of the boys doing the job this year!

4315 AI

(Continued from page 27)

F/C "Bob" Pomerleau

Appearance: With a woman.
Favourite Expression: "Je te dis que c'est un petard."
Ambition: To graduate from Arthur Murray's.
Hobby: Trying to rent a U-Drive.

F/C "Don" Roebuck

Appearance: At the bar.
Favourite Expression: "You never tell what you least expect most."
Ambition: To win an argument with Peters.
Hobby: Trying to knock down lamp posts with his fists.

Lt. "Willy" Vandenberghe

Appearance: High school boy.
Favourite Expression: "I am an officer, you know."
Ambition: To become chief of the Belgian Air Force.
Hobby: Reading the scope with a parallex error.

F/L "Ron" Patenaude

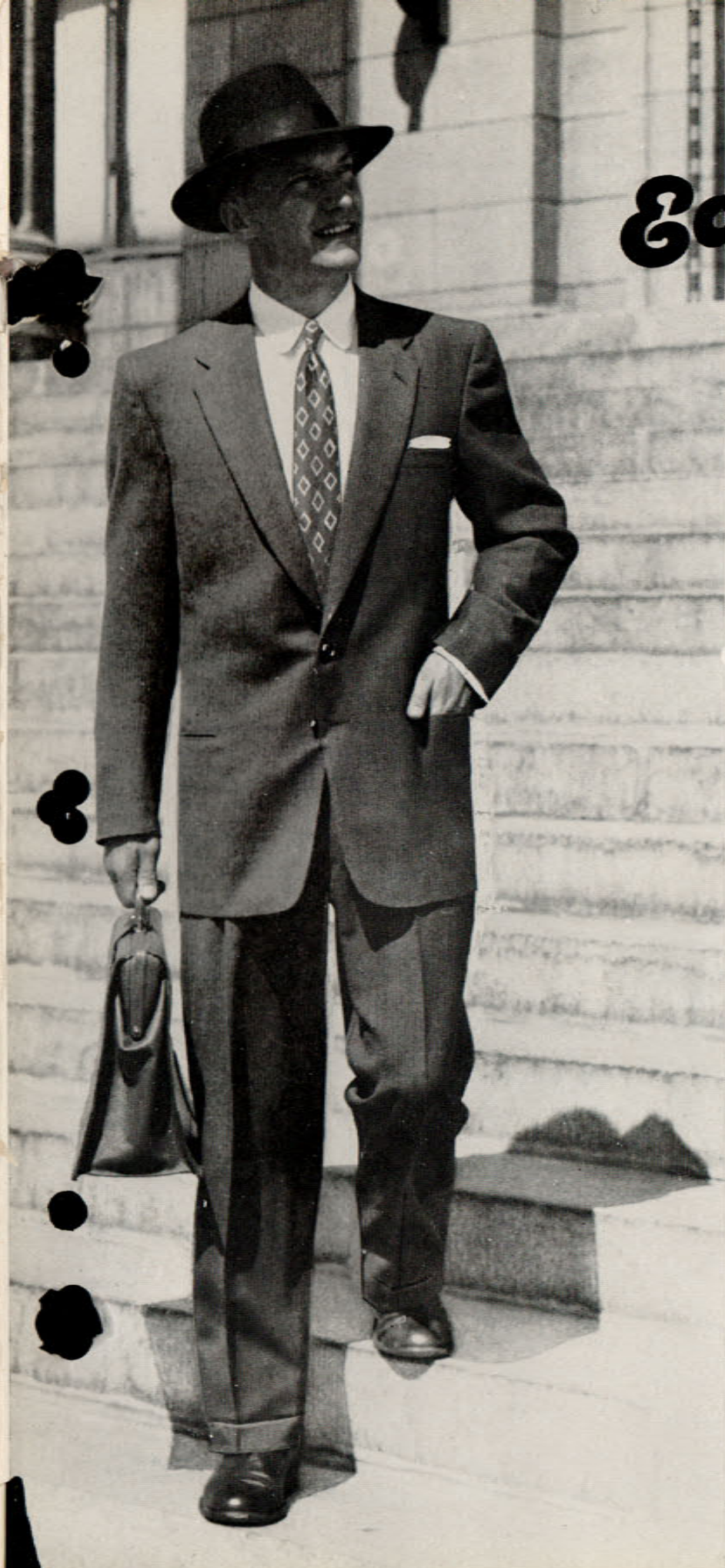
Appearance: Winnipeg Beach on Saturday night.
Favourite Expression: "Jail-term, yes, but the lashes, never."
Ambition: A posting to North Bay.
Probable Fate: Meeting 5315 (AI) at North Bay.

PLANE FACTS

(SEE BACK COVER)

BOEING B-52A SHOWN DURING MAIDEN FLIGHT

The Boeing B-52A Stratofortress, first production model in a new series of long-range jet bombers, is shown during its maiden flight August 5. The B-52A, first of an undisclosed number being built in Seattle, differs from the two prototypes in having a new type of cockpit with side-by-side pilot and co-pilot positions. It is powered by eight Pratt & Whitney Aircraft J57 turbojet engines, each rated in the 10,000 pounds of thrust class. The new bomber has a wing span of 185 feet, length of 156 feet, tail height of 48 feet, and gross weight of more than 350,000 pounds.



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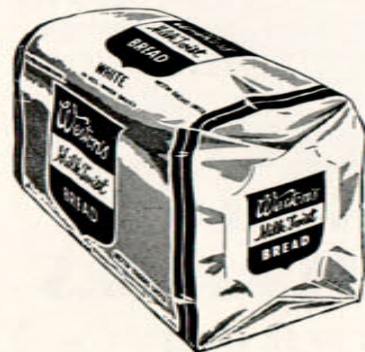
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