



PLANE FACTS
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COMPLIMENTARY

Notair



AN AIRFORCE
NEWSMAGAZINE

IN THIS ISSUE:

Maurice Hardman
and "What Happened
at TIME ZERO"!

NEW WORLD
ALTITUDE RECORD

*Views of Our Leaders
on*
CURRENT AFFAIRS
TRAINING

COVER STORY
ON PAGE 16

NOVEMBER 18th, 1955
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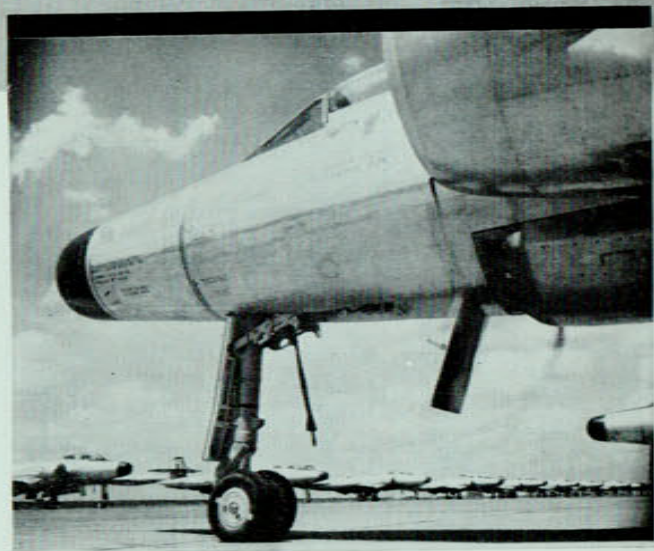


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• AN AIRFORCE NEWSMAGAZINE •

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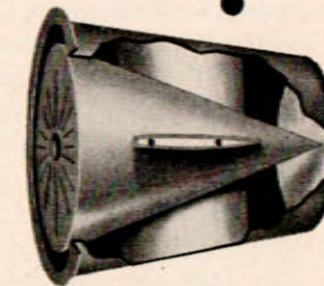
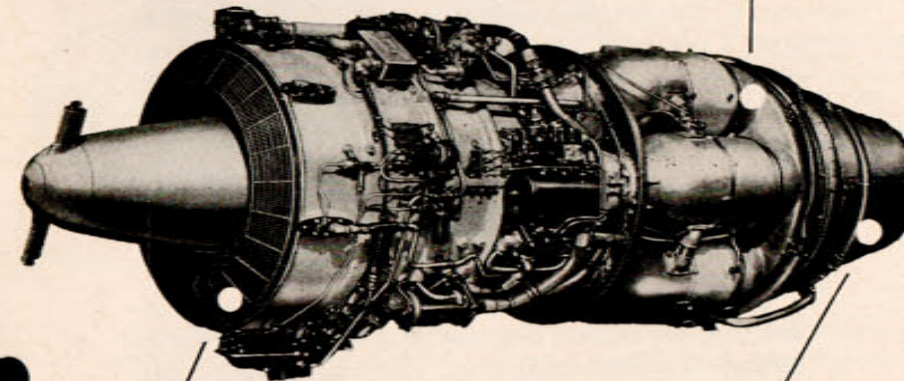
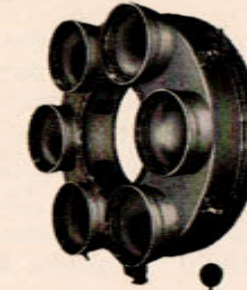


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FLIGHT SAFETY

By F/L A. MORTON

Most service personnel eventually manage to obtain passage in an RCAF aircraft at some time during their term of service. Too often the major preparations the average passenger makes are limited to packing personal toilet articles, pyjamas and a set of "civvies." Such inadequate preparations, though common, indicate a lack of appreciation of the passenger's requirements.

The impatient passengers (wishing to get airborne before they are "bumped" to make room for someone else) carefully watch the pre-flight activities of the crew. Service passengers travelling on non-scheduled flights often are lulled into a false sense of security by the presence of a busy, briskly efficient aircraft crew going about their normal pre-flight duties.

Once aboard the aircraft, the passengers scramble for the most desirable seats and settle back to await the start of the flight. At this point, the captain appears, to deliver a comprehensive briefing on the crew composition, the purpose and proposed route of the flight, the weather conditions expected en route and at destination, and other pertinent data. The captain then embarks on a seemingly unnecessary and unduly long harangue on the aircraft emergency exits and procedures, and the type and location of the safety and emergency equipment. Finally the captain advises the passengers that certain designated crew members will, from time to time, pass the captain's orders to the passengers, and that these orders are to be obeyed at once. Here the captain pauses briefly, nods to the passengers, and then disappears into the mysterious world "up forward."

"Now," breathe the impatient passengers, "we can get airborne—and we're safe in the hands of a good crew." But—what of the passengers' responsibilities? If they

(Continued on page 13)

OLYMPUS - CANBERRA SETS NEW

WORLD ALTITUDE RECORD



An English Electric Canberra, powered by two Bristol Olympus turbojets and used by The Bristol Aeroplane Company for high altitude engine development work, established on August 29 a new world height record (Class C—Aeroplanes) of 65,876 ft. (20,079 metres). The aircraft was flown by Wing Commander Walter Frame Gibb, DSO, DFC, the Bristol Company's Assistant Chief Test Pilot.

The rules of the Federation Aeronautique Internationale require that, to establish a new altitude record, the previous height must be exceeded by at least 3 per cent. In fact, the new record is 3.47 per cent greater than the previous record of 63,688 ft. (19,406 metres) achieved on May 3rd 1953 by the same aircraft and pilot.

For its record-breaking flight the Olympus-Canberra was fitted with a new version of the Bristol Olympus engine, the performance of which is secret.

The Olympus-Canberra took off from Filton aerodrome, near Bristol, England, at 3.10 p.m. on August 29 and flew west-north-west, climbing steadily until reaching an altitude of 50,000 ft. off the coast of Ireland. At this height the aircraft turned south and levelled off for about ten minutes in order to use up excess fuel. The Olympus-Canberra then resumed its climb while heading east to Filton, and the record height was reached over the city of Bristol. The aircraft landed at Filton at 4.23 p.m.

Of the six altitude records established since 1932 by Great Britain, five have been made with Bristol engines. In 1932, Mr. C. F. Uwins (then Bristol chief test pilot and now Divisional Managing Director of the company's Aircraft Division) reached 43,976 ft. in a Vickers Vespa powered by a Bristol Pegasus engine. Developed versions of the Pegasus were used for subsequent records by Squadron Leader F. R. D. Swain in 1936 (49,967 ft.) and by Flight Lt. M. J. Adam in 1937 (55,937 ft.). The Olympus engines installed in the Canberra for the 1953 record were BO1.½B, developing 10,000-lb. thrust.

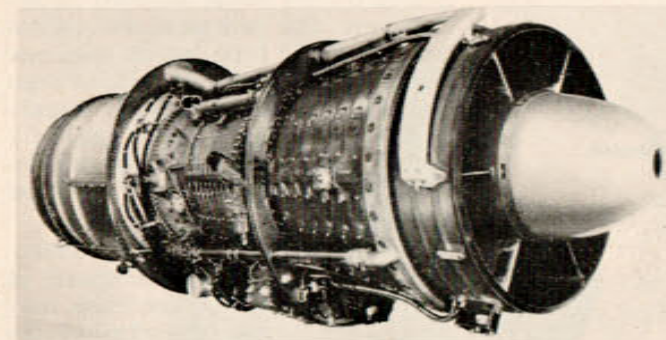
The Bristol Olympus is in production for the Avro Vulcan bomber, and is specified for a new version of the Gloster Javelin all-weather fighter.

Wing-Commander W. F. Gibb, pilot of the record-breaking aircraft.

THE ENGINE

From the original "two-spool" conception by Mr. F. M. Owner in 1947, the Olympus has been designed and brought to its present standard under the supervision of Dr. S. G. Hooker, chief engineer of the Engine Division of the Bristol Aeroplane Company.

or the higher the power output for a given fuel consumption. High compression ratios of over 7:1 are difficult to obtain with single shaft compressors. When two compressors are used a much higher range of pressure ratios are available. By virtue of the two-spool high pres-



THE BRISTOL OLYMPUS TURBOJET

The Olympus turbojet is in production for the Avro Vulcan bomber. The Olympus has been officially approved for service at 11,000 lb. thrust without after-burning, following the successful completion of a 150-hour type test at the end of 1954.

The Olympus is of the "two-spool" layout pioneered by Bristol. This term defines a design in which two compressors in series are driven each by a separate turbine with no mechanical coupling between them. The first (low pressure) compressor feeds the second (high pressure) compressor permitting each to run at its optimum speed. Advantages of the two-spool engine are:

Higher Pressure Ratio—As in reciprocating engines, the higher the compression ratio the lower the fuel consumption for a given power,

sure ratio design, the Olympus gives a specific fuel consumption of 0.755 lb./per/lb. thrust.

Freedom From Surge—Another feature of the two-spool engine is its freedom from surge which can limit the pressure ratio of a single compressor engine.

Easier Starting—The starting characteristics of the two-spool engine are good, since it is necessary for only the high pressure half of the engine to be spun up to starting rpm. Also, in the air, re-lighting at over 50,000 ft. (15240 m) is regularly achieved.

THE AIRCRAFT

The Olympus-Canberra is a "flying test bed" used for development of the Bristol Olympus engine. The aircraft is owned by the Ministry of Supply. It is a standard English Electric Canberra, and its external configuration is materially un-

tered. The achievement of a world record with a standard airframe is a remarkable tribute to the design of the Canberra, particularly since the record-breaking airframe is a Canberra B Mk 2, the original production version, and was built in 1951.

For the high altitude engine development work on which the Olympus-Canberra is normally engaged, panels of test instruments and two large automatic-observer cameras are housed in the bomb bay. In addition, since the flight test crew comprises only the pilot and an observer, other equipment is accommodated in the space made available by removal of one of the ejector seats.

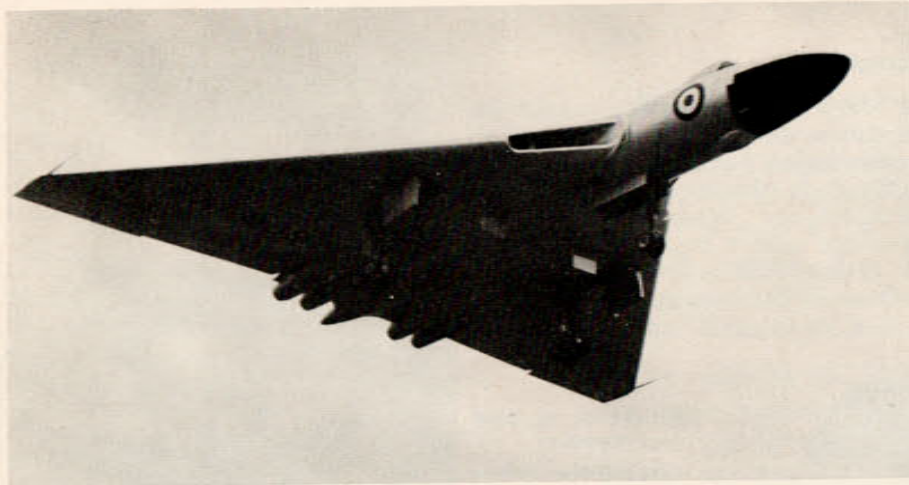
To save weight, an observer was not carried on the record flight.



The record-breaking Olympus-Canberra photographed after taking off from Filton aerodrome, near Bristol.

WORLD ALTITUDE RECORD

(Continued from previous page)



The Avro Vulcan bomber, which is powered by Bristol Olympus turbojet engines.

THE PILOT

WING-COMMANDER W. F. GIBB

Biographical Note:

Wing Commander Walter Frame Gibb, DSO, FDC, became assistant chief test pilot of the Bristol Aeroplane Company Ltd. at the beginning of 1953.

Born at Cymmer, near Port Talbot, South Wales, in 1919, Mr. Gibb came to Bristol at the age of 14 and was educated at Clifton College. He joined the engine division of the Bristol Aeroplane Company Ltd. as an apprentice in 1937, and three years later joined the Royal Air Force. He was commissioned in November, 1940. He claimed six enemy aircraft destroyed (two of them in one night) while flying Beaufighter and Mosquito aircraft on intruder and night-fighter operations. Mr. Gibb first flew a jet aircraft (Meteors) in 1945 while still in the RAF.

On demobilisation, Mr. Gibb returned to the Bristol Aeroplane Company as a test pilot, flying Brigands and Type 170 Freighters. In addition to routine test flying, he covered some 50,000 miles as the pilot of Freighter aircraft making demonstration tours of Spain, the

Middle East, Africa and Scandinavia. In 1949, he was appointed co-pilot to Mr. A. J. Pegg for the maiden flight of the Brabazon and, when a reserve crew was trained, became reserve captain.

When arrangements were made with Canadair Ltd. for the company to undertake repair and servicing of all Canadair-built Sabre fighters operating with the Royal Canadian Air Force in Britain, Mr. Gibb completed a Sabre conversion course and has since handled flight testing of Sabres serviced at Filton.

In August, 1952, he flew the Olympus-Canberra "test-bed" on its maiden flight and in May, 1953, piloted the aircraft when it set up a new world altitude record of 63,668 ft.

Mr. Gibb captained the Britannia airliner which, on its tropical trials, flew from England to South Africa in the fast elapsed time of 18 hours 52 minutes. In some 4,000 hours' flying, he has flown some 75 different types of aircraft and it is believed that he has accumulated as much flying experience above 60,000 ft. as any other pilot in the world.

MEASURING THE ALTITUDE

In the aircraft is a sealed box containing a pair of sensitive altimeters, a pair of ratiometer-type temperature indicators, a voltmeter, an air speed indicator, a temperature indicator registering the temperature of the box interior, two cameras and their lighting, heating and control equipment.

The internal temperature of the box has to be controlled within fine limits in order that the accuracy of the instruments shall not vary as a result of temperature change. All the instruments are carefully calibrated by the Royal Aircraft Establishment, the temperature indicators for their time lag in response to temperature change and for their variation with electrical supply (hence the voltmeter); the altimeters and air speed indicator for instrument errors and position errors.

The calibration for each instrument is plotted against speed or altitude or both, as the case may be, so that from the film of the readings the several corrections can be applied, and the final figures determined.

Duplication of instruments and cameras is necessary to ensure that "standby" instruments are available in addition to the combination used for official readings. In the event of failure of any part of this combination, the standby readings would be accepted.

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Maurice Hardman discusses . . .

WHAT HAPPENED AT "TIME ZERO"

Breathtaking, stupendous, super-colossal! Yes, dear reader. For you see these much abused words properly used, used in fact for a spectacle which far exceeded anything they can convey to the imagination. Unfortunately we can never see this spectacle because it occurred about three thousand million years ago, far in the remote past, and long before life as we know it existed. But a fairly detailed account of it has been deduced by scientists, and from the picture they draw it must have been such a terrific drama that even the advertisers of Hollywood's meretricious arts would have been tongue tied if they had seen it. I am referring to the birth of the universe, the original creation, from which has developed the heavens and the earth, all the universe as we know it.

The story I am presenting is as it is seen by many scientists, but it should be mentioned that not all scientists agree that it is the correct story, although there is fairly general agreement on the broad outlines. It seems that what happened is this. Originally all the matter and energy that we now have in our Universe was gathered together into a relatively small sphere. When we reflect that our Universe consists of billions of stars, most of them bigger than our sun, it seems incredible that there was ever a time when all this matter was concentrated in a relatively small area but apparently it was so. As a consequence of this exceedingly tight conglomeration of material the sphere had an enormous temperature and internal pressure. The temperature in fact, has been estimated to be several thousands of millions of degrees!

This was the original state of affairs, before time began, a ball of primeval material, quiescent but packed with a tremendous potential of energy and power. Then the detonator went off, and quite suddenly, at time zero, the ball exploded. In half an hour to one hour, with inconceivable violence and swiftness, the foundations of the universe as we know it today had been laid. The pent up fury of the ball was released and within one hour the universe was half built.

After this eventful hour another quiet period, extending perhaps thirty million years, ensued. The effects of the explosion were still present and the universe continued to expand in a comparatively peaceful way, cooling as it did so.

It was still very different from the universe as we know it now. For one thing most of the material of which it was composed was not matter, but energy, because the temperature was still so high that most forms of matter could not exist. However as the cooling continued more and more of the energy condensed as matter until, at thirty million years from time zero, there was about an equal amount of each. Once this state was reached this seemingly relatively peaceful state entered a phase of rapid change, and revealed what potentialities were hidden in its deceptive calm.

This time it was the completion of the universe in a shape similar to what we know today that happened, and again it happened quickly. The matter in the universe was present as a uniform cloud of dust spread out through space more or less evenly, but at this stage this cosmic cloud began to settle out and to aggregate together into many millions of stars. Instead of evenly dispersed matter throughout all space then, there now appeared the stars in which most of this matter was concentrated. And now happened what must have been the most awe-inspiring spectacle of all. As if someone had pressed a switch the stars lit up, and the heavens were visible.

Until this time unrelieved darkness had prevailed, but now as the matter in the stars condensed because of gravity they became hot enough to start nuclear reactions and light was given off, and the reign of darkness was over. Not all of the aggregates of the cosmic dust became stars, some of the smaller ones had a fate which concerns us quite closely—it was that they condensed out into planets, not big enough or hot enough to start off nuclear reactions and give off light. Our earth was formed in this unobtrusive, unspectacular way.

After this seeming burst of activity, in which the universe took on form and light with the birth of the stars and planets, a third quiescent stage began which is still in being. The universe continues to expand, but nothing spectacular is occurring. Of course there is no means of telling how long this happy state of affairs will continue—like the two previous quiescent stages this one may also end up in a blaze of glory! All we can say is that there is no indication of any such event, but then there are so many questions not answered, and perhaps unanswerable by science, about the evolution of the universe, that prophecy is a gamble indeed.

We know something of what happened at time zero, we know nothing of what will happen at the end of time. Perhaps questions about matters like this can only be answered in the same way that St. Augustine of Hippo once answered someone who asked him what God was doing before he created the Heavens and the Earth. His reply was that He was making the Hell for people who asked questions like that!

HOW TO TAKE THE "PUNC" OUT OF PUNCTUATION!

Punctuation can make or break a letter. Sometimes it can make or break a secretary. Maxwell Nurnberg in "What's the Good Word?" (Simon and Schuster, New York) presents the subject with high humor. His pungent illustrations fix themselves in the mind of the reader in a way that makes the meaning stick. The following is adapted from Mr. Nurnberg's section on "Punctuation."

Do not break your bread or roll in your soup.
Do not break your bread, or roll in your soup.

While we can't picture you doing either, you see what Mr. Nurnberg means. Punctuation is a good thing to know about. Here are some more samples from his book:

Please let me have some honey.
Please let me have some, honey.

What's the latest dope?
What's the latest, dope?

Mr. Smythe, the secretary is two hours late.
Mr. Smythe, the secretary, is two hours late.

Note that in all the above examples, the words are exactly alike. It's just the placing of the lowly little punctuation mark that makes a world of difference.

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Edited by F/O SANDY IONSON

Canadair Designers Adapt British Airliner Into Deadly Long-Range Submarine Hunter

OTTAWA — Some time within the next two years the Royal Canadian Air Force will add a new submarine-hunting aircraft to its shore-based anti-submarine force. This new Canadian product, a maritime aircraft developed from the Bristol Britannia transport, is now taking shape at the Canadair plant in Montreal. The CL-28, as it is known, together with the shorter-range Neptune recently introduced into the RCAF, will provide a submarine-destroying team second to none, air force officials believe. The new plane is a "flying platform" with all the most modern devices known to science to hunt and sink submarines anywhere.

BRITISH BEAUTY



JILL ADAMS

is the latest candidate for pin-up honours with Her Majesty's Forces abroad. The vivacious London-born blonde won out when members of the 19th Independent Infantry Brigade, O.F.P., serving with the Middle East Light Forces, ran a ballot to decide who should brighten the canvas walls of their new recreation centre.

To keep the boys up to date, here is Jill in her seasonal pin-up.



An informal shot of the new AOC Training Command, A/V/M J. G. Bryans, prior to his departure for Trenton.

Airman's Moscow Hotel "Like Movie Spectacular"

MONTREAL—A report on Moscow has come from a member of the crew of the RCAF transport flying External Affairs Minister Lester B. Pearson over Russia and the Far East. Among other things, reports Cpl. Bruce D. Dolan, 26, London, Ont., in a letter to 412 Squadron, Ottawa, the streets of Moscow are wide, wider even than Winnipeg's famous Portage Ave. Cpl. Dolan told his buddies in Ottawa that the hotel rooms the RCAF crew stayed while in Moscow were "like a scene from an MGM spectacular." "Each of us had a room with a 4-piece bath," he said. The corporal's only comment on Dynamo Stadium, which seats 60,000, was that "it would make a fine setting for the Grey Cup game." The RCAF crew attended a soccer game in the stadium.

British Hopes Dim on German Unity

LONDON — Improvements in the number of contacts between Communist countries and the Western bloc is the most that higher echelons of the British government expect from the Geneva conference. The British delegation is prepared to offer the Soviet Union substantial security guarantees in return for prior Russian acceptance of reunification of Germany in freedom. German unity is the prime objective of the Big Four Foreign Ministers' conference.

French Chiefs Ask Stability; Warn Crisis Perils Nation

PARIS—One of the country's most distinguished diplomats and statesmen warns that France is in danger of being "stricken from the roll of great peoples" because of governmental instability. This language was used by Andre Francois-Ponset, recently retired Ambassador to West Germany, in a front-page editorial in Le Figaro, Paris morning newspaper.



Seen on the Suspension Bridge at Capilano Canyon are the Air Cadets on tour from summer camp at Abbotsford, B.C.

President Voices Faith In Dulles On Stand To Be Taken at Geneva

DENVER — President Eisenhower served notice he was in complete harmony with the stand to be taken by Secretary of State Dulles at the Geneva conference of foreign ministers. "Both at the conference table and before the world," the President declared, Mr. Dulles "speaks for me with authority for our country." It was interpreted as an attempt to dispel any suspicion, among both the Soviet and the Western European delegations, that basic policy differences might exist between Gen. Eisenhower and Mr. Dulles.

Going Overseas

OTTAWA—Air Cdr. Robert C. Ripley, 42, of Lethbridge, Alta., is to attend the Imperial Defence College in the United Kingdom next January. He is presently Assistant Chief of Staff for Plans and Policy on the staff of Allied Air Forces Central Europe at Fontainebleau, France. He is being replaced in this capacity by A/C S. W. Coleman, a native of Hamilton.

Soviets Make It Clear: Price of Pact Is Recognition of East Germany

MOSCOW — In an article clearly timed for the Geneva conference of foreign ministers, the journal "International Affairs" declared that the situation in Europe would "be without hope" if the Western powers persisted in pretending to ignore the existence of the East German regime. Since there is no possibility at the moment of western recognition of the Communist regime in East Germany, the article serves to underline once more the vastness of the gulf between Russia and the Western powers on the method of achieving security in Europe.

New use for calfskin has been found by one exhibitor at the Paris exposition now on in the suburb of Versailles. Evening dress for madame and monsieur made from calfskin in steel grey colouring created quite a lot of attention among the visitors.



Two Germans Are Peril, U.N. Told French; Dutch Ask Unification

UNITED NATIONS — Heinrich von Brentano, West German Foreign Minister, told a press conference at the Savoy-Plaza that when he was in Moscow recently with Chancellor Konrad Adenauer he heard no indications from Russian officials that the Soviet Union is ready to give up any of its control over East Germany. Mr. Brentano said, however, that if there is one thing the Russians have it is a "sense of reality" and he felt that a strong, clear stand by the West would bring results.

Paris Completes Plans to Oust Morocco Sultan

PARIS—Plans were completed here for removal of Sultan Sidi Mohammed ben Moulay Arafa from the Moroccan throne before the French National Assembly convenes. Premier Edgar Faure's Cabinet is expected to encounter severe attacks in the Assembly if no progress toward ending the Moroccan crisis has been made. The Cabinet now may get a new lease on life, for removal of the Sultan is to be the first and an essential step in a program of reforms for French Morocco, a protectorate.

VISIT OF H.R.H. PRINCESS ROYAL



Her Royal Highness, The Princess Royal, being greeted by Group Captain G. F. Jacobsen, on her arrival at Stevenson Field. Standing on her right is the Right Honourable J. S. McDiarmid, Lieutenant Governor of Manitoba.

Our 1,400 "Air-Age Boys" Know Importance of Aviation Today

WINNIPEG—There are 1,400 "air-age boys" in Manitoba, members of a national organization which boasts 22,500 members who are interested in aviation. They are members of the Air Cadet League of Canada, a body "conscious of the importance of aviation today," according to its president, George A. D. Will, in Winnipeg for the annual meeting of the province's air cadet squadrons. Mr. Will, in his address, said the air cadet training program will be stepped up in 1956 as membership is expected to shoot far over the 20,000 mark.

Fly Over Pole Into Canada Russia Plan

MOSCOW—Russia disclosed to Canadian officials here the proposals they made during the Pearson visit and these have been outlined in Pravda and News, a Soviet world review. Recalling pre-war Russian polar flights, News says: "Today over the pole air traffic between Canada and the Soviet Union is a perfectly practical and feasible proposition. Nor is it only from Canada to the Soviet Union that the Northern route is the shortest, planes flying from New York to Moscow, from Chicago to Calcutta, from San Francisco to Shanghai would all save time by heading across the Canadian North and USSR."

RCAF Station Summerside Scene of Conference

CHARLOTTETOWN—RCAF Station Summerside was the scene of an important Royal Canadian Aid Cadet conference during the first weekend of October. On September 30th approximately 75 officers, instructors and sponsoring committee members of nine air cadet squadrons in Cape Breton and Prince Edward Island visited RCAF Station Summerside as guests of the commanding officer, G/C W. H. Swetman.

Veteran B.C. Para-Rescue Man Posted to Station Near Ottawa

VANCOUVER—Flt.-Sgt. J. W. "Red" Jameson, the RCAF's veteran para-rescue man here, has "hit the silk" for the last time—at least for awhile. The tough, wiry airman recently made his 100th jump in B.C. and is now being posted to RCAF station Uplands, near Ottawa, for a new appointment. One of the most colorful personalities in the RCAF on the West Coast, Red Jameson has put in over 1,000 hours of flying time on rescue work since 1947 and has taken part in every major Air Force rescue.

Peiping Ire Rises on Geneva Talks

GENEVA—The Chinese are apparently interested in only one big objective in these talks. That is to get the United States to agree to a meeting between Chou En-lai, Chinese Communist Premier, and Secretary of State Dulles. It is the insistence of U. Alex. Johnson, U.S. Ambassador to Czechoslovakia, that the 19 jailed Americans the Chinese Reds agreed to release "expeditiously" more than a month ago should actually get out of China that has irritated Peiping. Chinese broadcasts have gone back to the charge that Chinese in the United States are still being subjected to intimidation to prevent their departure for Red China.

USAF Given Go-Ahead on Canada Warning Net

The U.S. Air Force had the go-ahead signal recently for a \$2,500,000,000 communications network to collect and organize radar attack warning information from all over Canada and feed it into Command Headquarters for Continental Defence. With \$66,000,000 already appropriated by Congress to get the SAGE (Semi-Automatic Ground Environment) system started, work has been held up by a general accounting office objection that, despite granting the funds, Congress had not formally approved the undertaking. The objection was withdrawn, however, on a promise that the Defence Department would seek specific authority for the warning system as soon as Congress meets again. There was little doubt of such action.



Trophy winners in the Provincial Truck Rodeo held recently at RCAF Station, Winnipeg.

FLIGHT SAFETY

(Continued from page 3)

have absorbed the captain's lengthy and detailed briefing (which is doubtful), they will have become aware of several uncomfortable facts. Firstly, an experienced and capable aircraft captain has taken considerable care to ensure that all the occupants of his aircraft have been advised of essential emergency information. Secondly, this brings to mind all the horrible headlines of past aircraft accidents. Thirdly, the comforting thought then arises that there are fewer aircraft accidents than car accidents, which immediately is followed by the slightly irrelevant thought that there are no garages or tow trucks in the sky.

Such a train of thought will cause the average responsible person certain qualms about the answer to "How will I make out if we crash?" The end result will be some hasty inquiries to ensure correct and complete understanding of all the instructions issued by the captain. At this juncture, the crewman, who has been showing the other passengers how to use their harnesses and safety belts, will prove more than willing to answer intelligent questions about the aircraft equipment or emergency procedures.

Granted that he or she has, in an amazingly short time, become very well versed in all these matters, can the average responsible person now sit back to enjoy the trip? Under certain conditions, imposed by common sense, yes. The planned route and expected weather reported by the captain will permit the passengers to make a fair estimate of the prevailing weather conditions if the aircraft were to be (perish the thought!) forced down. The crewman, if asked, will cheerfully tell the worried passenger that "only a few" articles of survival clothing are carried in the aircraft emergency kits.

The reappearance of the captain's cap suddenly interrupts this train of thought, although a hasty wish for long underwear left in the dresser drawer cannot be repressed.

The captain now begins to check the passengers for "fit" of safety equipment, knowledge of aircraft emergency exits and procedures,

and adequate protective clothing. Inevitably, one passenger, clad in "issue" raincoat and oxfords in which to brave the sub-zero northlands, pleads that he or she must get home to the bedside of a sick mother. (It is interesting to note how many Canadian mothers migrate to Montreal, Toronto or Vancouver once their offspring enter the armed forces.) In the interests of safety (not to mention CAP 100), the inadequately-clothed passenger is left behind, much to the joy of a hopeful hanger-on.

At last the passenger list is firmly and finally approved by the captain. The passengers conscientiously strap themselves tightly in their seats, and await the take-off with the calm unconcern of born air travellers.

Generally, flights in RCAF aircraft are safe, time-saving, interesting, and, at the same time, full of pitfalls for the unprepared. Several commonsense rules for prospective passengers to follow are:

- (1) Dress adequately according to the season and route.
- (2) Listen carefully to all instructions issued by the crew—if in doubt, ask!
- (3) Comply with all instructions regarding passenger behaviour and disposition.
- (4) Fasten your seat belt and wear your parachute harness

as required—and adjust them for a good, tight fit.

The safest and most proficient aircrew may, through unavoidable circumstances, become unwilling participants in an aircraft accident. Passengers depending on this crew would then be exposed to the same hazards as the crew, but with far less training for, and ability to cope with, the resultant conditions. Passenger briefings are the logical result of past bitter experience with innocent, unprepared passengers becoming unnecessary casualties in aircraft accidents.

The mere existence of aircraft accident statistics is proof that carelessness, inefficiency, poor judgment and the long arm of coincidence take a steady toll of flying operations. Accidents, although not inevitable, do happen. Be wise—don't invite injury through carelessness.

Before you fly:

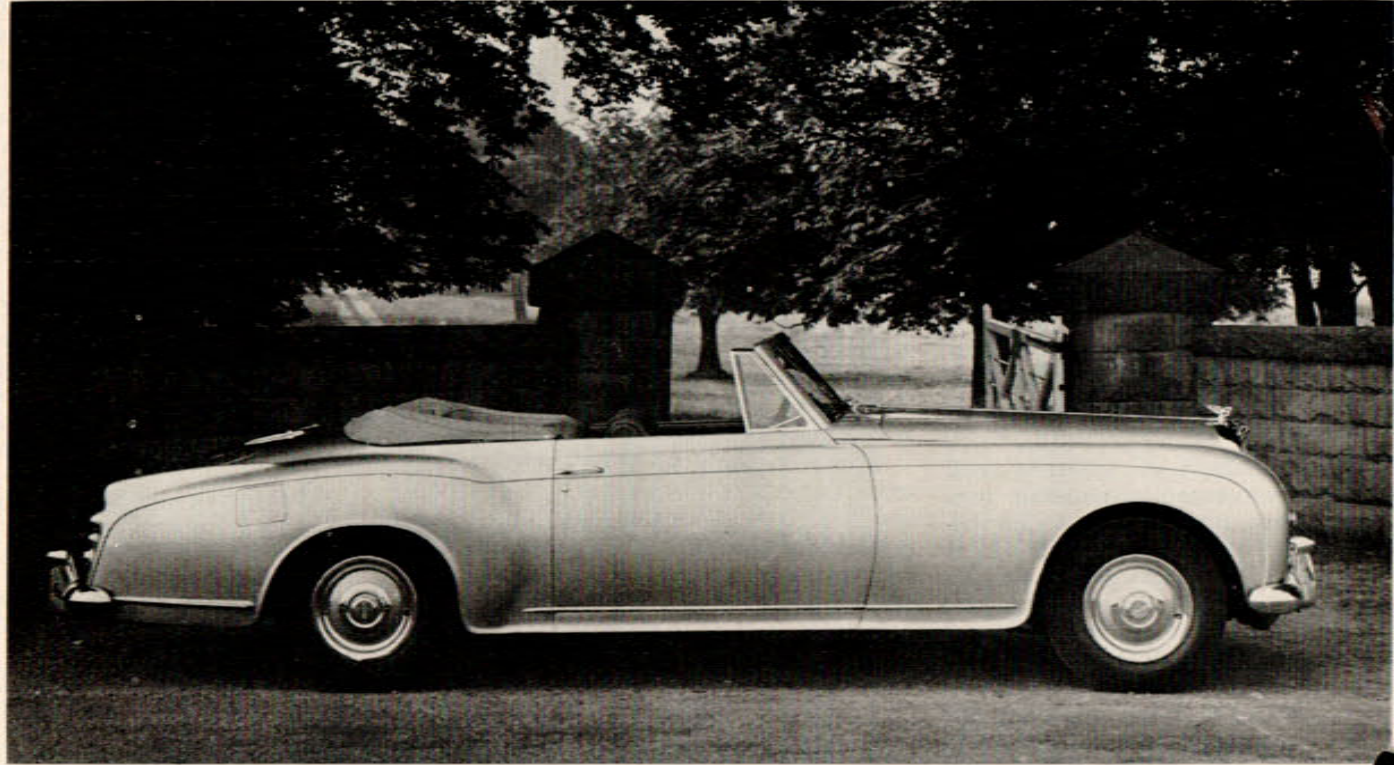
- (1) Consider your proposed flight route and the season of the year.
- (2) Equip yourself, mentally and physically, to ensure a safe journey.
- (3) Don't attempt to "cover up" a cold in order to make the flight.

Make sure the figures in future accident statics don't include yours—there no future in that career field.

Shear's

WINNIPEG BREWERY LIMITED

By PETER McLOUGHLIN



THE BENTLEY

Two new Continental models with special lightweight metal bodies. Automatic gearbox is standard—I regret to say. Increased speed, roadability, and comfort is claimed. These models include all the improvements already announced on the Bentley "S." Engine—6 cylinder, 4887ccs, compression ratio of 7.25:1. No H.P. figures are given. Price—\$17,500 f.o.b. Montreal.

NEW CARS

VOLKSWAGEN

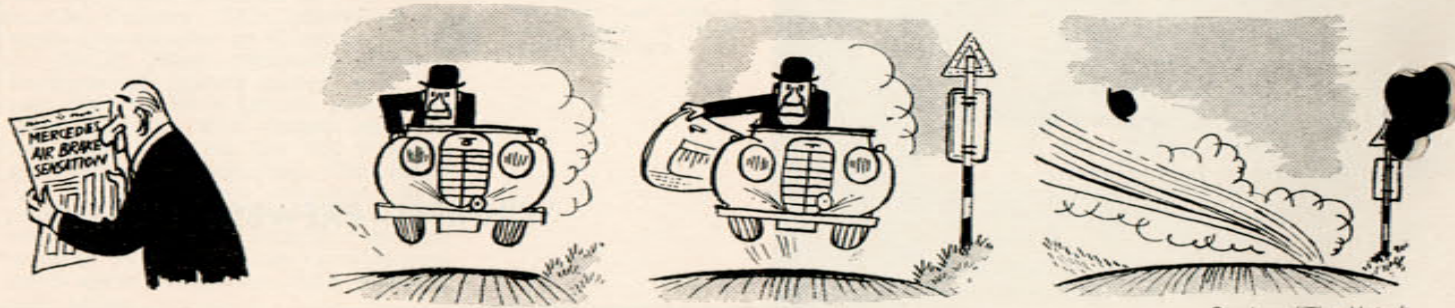
Basically the same with the following improvements: Greater interior roominess with more room between front and rear seats. Front seat backs are adjustable to three positions. Repositioning of the gas tank has enabled the luggage space in the front to be increased. Better rear lights and reflectors, higher exhaust of new type reducing engine noise.

M.G.

That attractive Le Mans car shown two issues ago will soon be in Winnipeg as a production car—detuned, I'm afraid. The car develops 68 bhp on a 1486cc engine with 2 S.U. carbs. Top speed is 90. Price in Winnipeg about \$2,300. See Nairn Motors or Motor Sales.

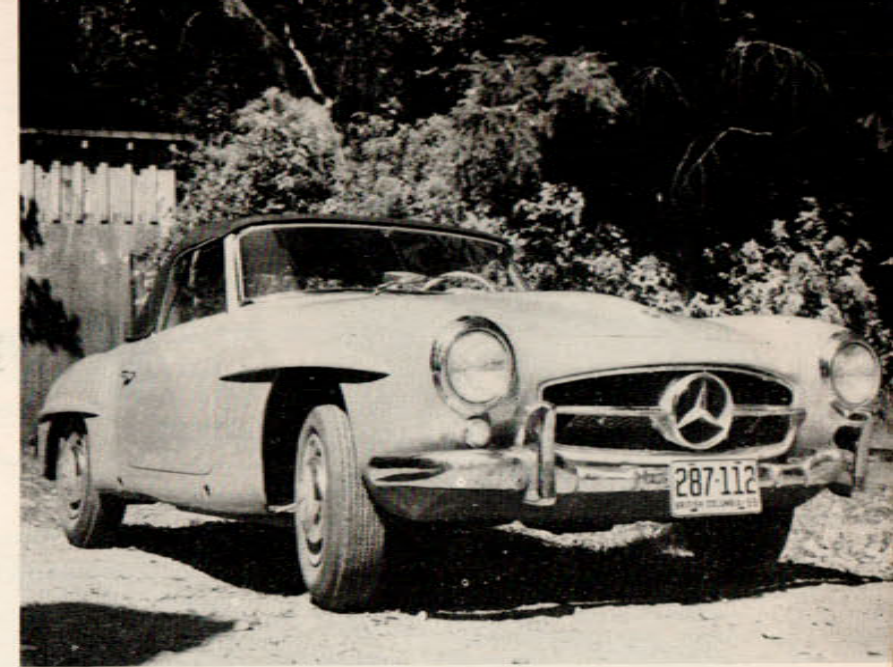
SKODA

From behind the Iron Curtain comes news of a new Skoda model, the 440. A couple of appearances have been made in Europe, at Rally meetings, and this new machine showed up very well. In general it is a much modernised version of the 1200, develops 40 bhp and rolls along at 70. Should sell in Winnipeg for \$1,800 which, when you consider the refinements supplied, is very good value.



Courtesy "The Motor"

DRIVING IMPRESSIONS OF THE . . .



. . . Mercedes-Benz 190 SL

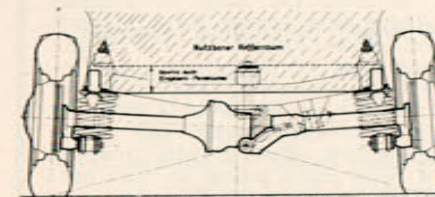
"Beautiful lines, practical bumpers and first-class workmanship combine to give a very good all-round package."

Through a great piece of good fortune I was able to obtain and drive Canada's only 190SL and can find almost nothing but praise for this smooth little machine. Mercedes first brought out two years ago, but production models have only lately started arriving in any quantity. Regrettably in this car we are again presented with another example of the awe-inspiring taxes we Canadians must pay to get such cars. In Germany the 190SL retails for \$3,000, landed in Montreal we pay \$5,800; yet even at that price it's a lot of car.

The blending of the lines throughout is outstanding and provides Detroit with a good example of what can be done in the aesthetic field of car design and yet lose none of the practical purposes for which it is intended—the luggage space is adequate, the ground clearance ample, the bumpers very solid yet tasteful, plus comfort and room for the occupants. All added up it's a first class formula which takes to the road as a duck to water. The cockpit is laid out like an aircraft, all dials, knobs and buttons where the hand or eyes fall naturally. If the owner wishes he may have a bench seat in front and an additional jump seat behind, so that the car is a true three-four seater. The seats, bucket in this case, position you nicely and the driver rapidly feels at home. The windows wind up to a neat snug fit and the heating controls, should you need them, are provided in separate control units for each side of the car. The driver's is seen just above my left hand in the picture on the right. One little item I liked was the manual override for the advance and retard, rather rare these days. The top, incidentally, is tight for a sports car—very little flap.

7,500 rpm in 3rd gives you a true speed of over 90 and then the shift to 4th is so close that rpm changes are almost unnecessary. The machine really loves hard work and inspires confidence in her every movement from the moment you take the wheel. Corners are a piece of cake, you go around as if on rails, and no amount of stupid driving causes a vicious break-away. This cornering ability comes partly from the rear suspension and to help you understand the Mercedes swing axle I've added one of their drawings of the system—in German too! At top speed your man-

(Continued on next page)



Mercedes Swing Axle

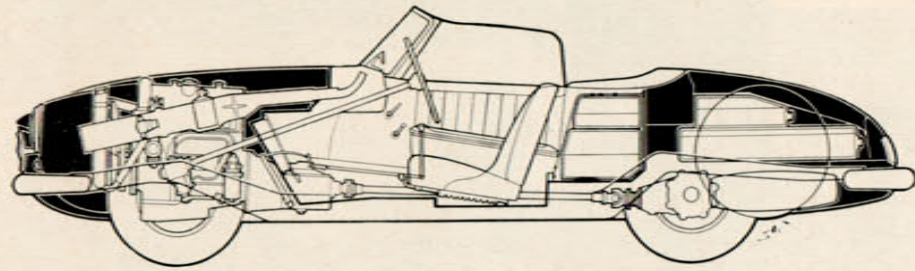
Mr. Tim Matson, the lucky owner, had few complaints to make—none of which are serious. The throttle has a habit of sticking at 2,000 rpm, a bit disconcerting, yet in all likelihood a problem only belonging to this individual. His second comment is general, namely loud squealing on corners, due, he believes, to the uneven length of swing axles at the rear. Mercedes advertise the top speed of this car to be 112-115, a figure nobody appears to be able to reach with a production car. "Road and Track" only got 102 and Tim Matson says 106 is his limit, despite larger jets. I trust Mercedes-Benz aren't going to adopt our North American habit of exaggeration?

Peter at the wheel of the Mercedes-Benz 190 SL.



AUTOMOBILES

(Continued from previous page)



oeuvreability is first-class and viceless. According to Mercedes instructions this engine needs no break-in and may be cruised at all times flat out! Additionally, the machine never overheats, the brakes leave nothing to be desired, and the steering is both light and positive. Wind noise at high speeds is at a low level for sports cars. From the racing point of view, I'd hardly call this car a ball of fire, but any owner could have a lot of fun at any Canadian Club meeting without worrying about being outclassed. The room for long cross-country trips is about the same as the XK 140, and if you check the Mercedes transparent drawing you'll see how neatly it is planned.

I can also mention now that I've since learnt that the throttle sticking has been cured by a Mercedes modification to the linkage. On long trips when you need some neck rest on the 190, just lean forward, remove the back of your seat and turn it upside down and lo—there it is!

One day I hope to be lucky enough to own one of these little gems and until that happy day I'll just keep company with the rest of you and do a little day-dreaming.

JAGUAR

The XK140 line and the Mark VII remain unchanged. However, a most attractive newcomer is the 2.4 saloon. Fitted with the XK engine (in a short stroke version), four to five seater, developing 112 bhp, the car is estimated to cruise at 85 and have a top of just over 100 mph. Interestingly enough the height of this car is only 4' 9½". Price in Winnipeg SHOULD be \$3,200 and no more—U.K. price £895. For those who desire it there is a special equipment model at a slightly higher price. Specs—6 cylinders dohc, 112 bhp at 5,750 rpm., 1,483 ccs, C.R. of 8:1, manual shift, bucket front seats, power brakes, independent coil and wishbone front suspension, cantilever ½ elliptic leaf springs and radius rods in rear, 108 in. wheelbase, width 5' 6", length 15', ground clearance 7", dry weight 2,800 lbs. Top gear mph @ 2,500 ft./min piston speed—85!

Slight Presumption. — We did not really intend to imply, in the last issue, that the Rover 90 was without peer in all respects to anything on the road. That statement applied only to the workmanship and value for money.

RENAULT

Both models, C.V. and the "Fregate," remain basically the same, with many detail body, engine and chassis improvements. The Fregate in certain models sports a new engine—"Eten-dard," of 2.15 litres developing 77 bhp. Slight decreases in prices. Both useful cars for personnel posted France. A C.V. costs \$975 and Fregate \$1,565.

COVER STORY

THE DREAMER:

It isn't too hard to imagine where this young lad's thoughts lie. Dave Jordan, 15, son of Mr. and Mrs. O. N. Jordan, of Winnipeg, discovers that barracks clean-up is just a little different from life around the old swimming hole. Dave is going to apply a little extra polish to that barracks room because the one who is the tidiest gets a flight to the RCAF Base at Comox, on Vancouver Island. The young cadet attended a two-week session at the RCAF Summer Camp at Abbotsford, B.C.

Photo: J. C. Smith

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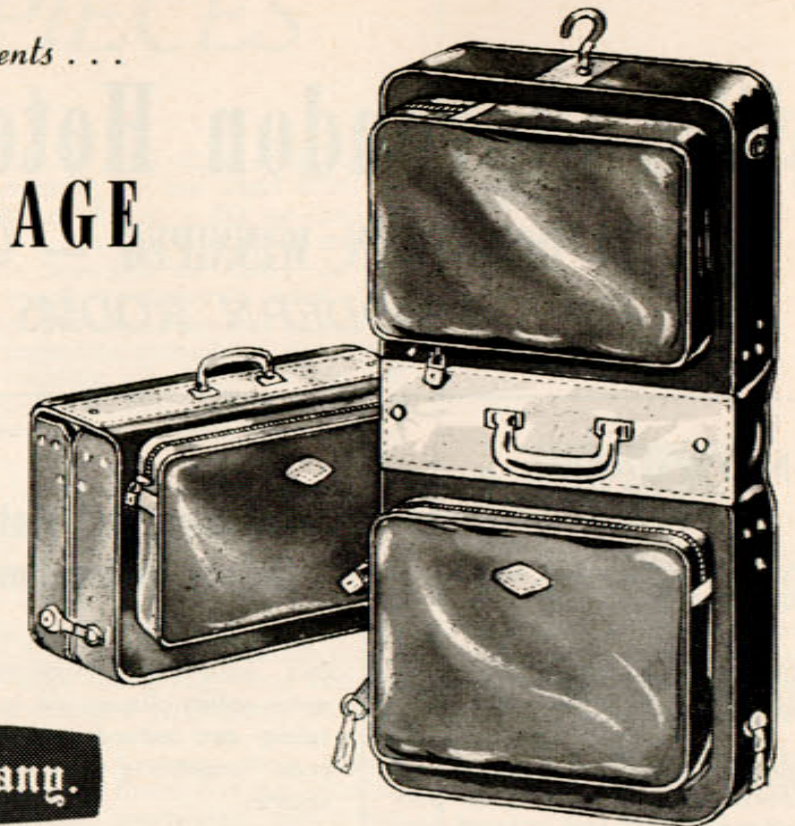
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SNOWBALL . . . !

SDO: "AC Smith walked past the guard room with his hands in his pockets and he wasn't wearing a hat. The SP on duty saw him leaning against a lamp post waiting for a bus and told him to go back to camp and get properly dressed."

OO: "Smith wasn't fully dressed when he went out. The SP saw him hanging onto a lamp post near a bus stop and ordered him back to camp, to smarten up."

DWO: "Smith was half undressed when he ran out. He was trying to pull up the lamp post near the bus stop, he was going to jump on the bus when the SP grabbed him."

OS: "Poor old Smithy must be mad, he ran out of camp in just his pants, knocked over an SP who was leaning on a lamp post and got on a bus."

OC: "Smithy went stark raving mad, ran out of the Station completely naked, hit an SP with a lamp post, then jumped under a bus."

Swimming and Water Safety Instruction

As reported elsewhere in this issue the Airwomen's water safety classes are in full swing, and attendances have been improving with each session.

Classes are held each Tuesday at H.M.C.S. Chippawa by Sgt. Sargent of the Recreation Section. During these periods non-swimmers are given swimming instruction, and those able to swim are taught diving, life-saving, and so on.

Later it is hoped to include water ballet, and precision swimming, and all sections are asked to allow as many of their airwomen personnel as can be spared to attend.

CINEMA

November 21
LAURA (A)
Clifton Webb Dana Andrews

November 22
NEW YORK CONFIDENTIAL (A)

November 23
KANSAS PACIFIC (G)
Stirling Hayden Eve Miller

November 24
YELLOW MOUNTAIN (G)

November 25
JANE EYRE (G)
Orson Welles Joan Fontaine

November 26
YOUNG DANIEL BOONE
Matinee and Serial

November 27
COUNTRY GIRL (G)
Bing Crosby Grace Kelly

November 28
ROAR OF THE CROWD (G)
Howard Duff Veronica Hurst

November 29
MANHUNT (A)
Walter Pidgeon Joan Bennett

November 30
FORT VENGEANCE
James Craig

BITS and PIECES

By "BRIT"

Fate must be against us—there can't be any other explanation. "Brit" stepped out of the house this morning at the usual 0725, all prepared for a highly constructive week and found a flat on the left rear wheel. Spoiled the whole day. Now a flat tire is a small matter, and one has to expect them from time to time, but inevitably the tire chooses the most inopportune moment to pull its dastardly trick. The fact of having a flat, irritating as it is, is not the main deterrent to mental well-being, though. It is the maliciously ingenious manner in which the tire flattens out on the bottom only. A half-flat all around would not entail much hardship and would even provide a softer ride if one found it necessary to drive on it. But a flat side gives one the feeling of "mal de l'air" and instigates a bitter feud between the operator and the steering gear. Normally there is the most harmonious relationship imaginable between us. We signify our desire and the gear responds with the most humble obedience. Today, blithely ignoring its legal owner, it zigged, it zagged, it even performed a cork-screwing motion. It gave no warning of intention and stooped to a new low . . . it fainted. It parried savage twist and gentle intimidation with skill and daring, then replied with vicious speed and power. It must have been harbouring a smouldering resentment for weeks, ever since the garage door and the cocker spaniel episode. But homo sapiens emerged triumphant through ingenuity and iron-willed self-control. "Brit" applied the brake—that conscience of Detroit. And then! From the trunk came succor, placed there with cunning foresight. A lovely thing: inflated but not bloated, round with no deviation from the circle, sturdy, dependable, man's best friend—the spare. Quickly, the hubcap removed, the bolts undone, banishment of the old to the dark confines of the trunk with the golf clubs, replacement, the wheel, the bolts, the hubcap. Then with snarling motor and spitting exhaust the processional triumphant to the street. Into the light of the sun again, into the ken of man, we took our rightful place with head high, spirits soaring, and the steering gear reduced again to humble obedience. The machine was conquered. Homo Sapiens nothing. Homo Superior!

FOR SALE: One car. Good condition. Never any trouble. See it. Believe it. Bring hand pump for inflating tires. Also Jack.

PARTICLES: The worst pun we have heard in a long time goes, "Most male members of lonely hearts clubs are simply lonely harts out looking for doe." . . . There will probably be snow on the ground by the time this is read, but right now the sun is shining and the grass has begun to sprout. It certainly looks nice after all the great heaping piles of dirt. Nice surroundings seem to be good for morale too. . . . Watch this column for details of a contest to appear soon.

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STATION RUGBY CLUB WIN AGAIN THIS SEASON



A club photo of both 'Astrals' and 'Exiles' players—and, of course, the two beer mugs retained this season. Back row, l. to r.: F/O Sykes, A/P/O's Nutt, Casson, Hickmore, P/O Minter, A/P/O's Orchard, Stevens, Holes, Foxwell, McNair, Ritchie, and Cockle. Centre row, l. to r.: F/O Thomas, P/O Barrett, A/P/O's Gowards, Hignell, F/O Lee, A/P/O Woolmington, P/O Kissane, P/O Richardson, A/P/O Aslett. Front row, l. to r.: F/C Hall, A/P/O Halbert, F/C Wright, P/O Frewen, A/P/O's MacLachlan and Coomber.

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RUGGER

By P/O M. J. LEE

With the Cup Match, on October 29th, between the "RCAF of Manitoba" team and our Astrals XV, the league season came to its all-too-soon end. The fixtures secretary decided that both in early September (Sun) and late October (Frost) the grounds were a little too hard. With a mantle of snow outside the window at the moment, he may well be right. However, the club now looks forward to its "social" fixture — to Vancouver, Victoria or Penhold. We certainly enjoyed ourselves last season—just mention Vancouver Nurses' Home to Ted Caeson—and watch for that gleam!

The club, in retrospect, has been very successful. The Astrals, for their fourth season, remained undefeated, besides retaining the "Sevens Trophy" and the Patrons Challenge Cup—a truly admirable vessel of some sixteen pints capacity—a fact pleasantly elicited by many keen to drink from the fountain of knowledge. The Exiles had an equally enjoyable season if not, from the results viewpoint, quite so successful. They played much good rugby and always played hard. Here one would like to thank the many good players—and over fifty members represented one or other of the team during the season—who, somewhat inexplicably to them, were not picked for the 1st XV or the representative matches, but nevertheless always gave of their best.

We were fortunate to have many new players who played some excellent rugby and promise well for our chances in the spring—Jerry Woolmington, Alan Coclile and "Red" MacLachlan head a very long list. The "Old Guard"—the two Paddys, Ted, George, Jim Bernard and several others, played their customary good game. One must mention here the names of four Canadians — Tom Felding, Redge Palmer, Steve Wright and Johnny Hall—who showed how easy it is to change from the local product to a foreign brew.

Reviewing the season, two incidents spring to mind. The first oc-

(Continued on page 34)

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GRADUATING CLASS 5412/13 (LR)



Back Row, left to right: P/O Fewtrell, P/O Blair, P/O Dodkin, P/O Owens, P/O Hall.
 Centre Row, left to right: P/O May, P/O Clamp, Sgt. Torgersen, P/O Le Blanc, P/O Wheeler.
 Front Row, left to right: P/O Brown, P/O Hamlin.

The Editor:

Dear Sir,—

One morning last week Horrible Hermie, rebel leader of mob 12/33, broached the subject of our VOXAIR contribution. The usual course inter-period activities came to an abrupt halt, Hillier and Hyland froze in the course of their daily quest for free cigarettes, and even Nunn raised his bloodshot eyes from his precis. Suddenly aware of the electric silence, Kruse started, and woke up, saying, in plaintive tones, "Did we restart airplot on that last chit, Sir," White as a sheet, Daughtry said, "But that means work!" At this dread word the course was galvanized into a panic-stricken cry. "Oh, no!!!"

"I'm afraid so," said Hermie bravely, rapidly delegating the work to those course members who had not yet recovered from the stunning blow and sidling swiftly through the door. In one corner Ward pensively pressed a five-pound dumbbell and endeavoured to look too muscle-bound to have any literary talent.

Sullenly the course brooded through the ensuing period of Radio and Radar, exhibiting even less intelligence and enthusiasm than usual, a feat previously considered impossible by F/O MacMillan. A subdued rumbling of breakfastless stomachs heralded the beginning of the lunch hour and faces brightened as the course trooped into the car-park and squeezed into the

interior of Martell's powerful constant-speed deathtrap. A confident smile on his dissipated countenance, Dick eased the powerful machine through the nearest fence and 12/13 hurtled towards their "home."

For several days the minds of the course members remained in their usual comatose state, activated only by thoughts of beer and the opposite sex. Then one day "Planning" boomed—the course was not down for flying, neither was it to take a control plot or exam. Happily the boys settled down to doze, the less imaginative members supplementing their thoughts from luridly illustrated novels.

(Continued on page 39)

GRADUATING CLASS 5414 (LR)

A FAIRY STORY

Not so very long ago a group of pilgrims having crossed wide and tempestuous oceans in search of knowledge came to the edge of the dark and terrible forest of TUANS. Such a group had never been seen before in the land where the forest stood, they came from many wonderful lands having been sent in search of knowledge by the great power NAYTOE.

At the edge of the forest stood a man—not a big man—but a man with many stripes on his sleeve. "Greetings O pilgrims from afar," said the Marcher, for such was his name. "You come seeking knowledge like many before you?" "Therefore go ye into yon dark forest and search ye there." "But ere you go take with you this man known as 'FX' for he is well versed in the lore of the forest."

Now in this forest were many evil spirits and bad men whose sole intention was to devour the pilgrims. The most dangerous of these were the two cousins XAMIN and PERCENT, less dangerous but no less troublesome were the triplets EETEE, OHTEE, and SEETEE.

No sooner had they stepped forth into the forest when they came upon several other travellers who had lost their way and took refuge in their band. After journeying for several weeks a new guide came to take the place of 'FX', his name was 'GP', then after taking a roll call it was found that several of the pilgrims were missing. It was presumed from traces left lying around, that the dread XAMIN and PERCENT had claimed them, passed them to his relation SEETEE, who had caused them to vanish silently and swiftly to the Lands of Travail.

The pilgrims muttered a silent prayer and pressed on into that part of the forest that was the domain of the scourge EETEE. Here it was that they were attacked many, many times by that other demon OHTEE, with his hirelings in the form of wheels who spent all their lives rolling around getting in the way.

Having successfully overcome this part of their journey, they came to a small haven where they were allowed to rest before going on to the end of the forest. Here it was also that they said farewell to their faithful guide 'GP' and then they rested.

Waking refreshed they found their new guide 'DAD' waiting patiently to help them on their way. DAD took them in hand at once and, as a measure against XAMIN, PERCENT and SEETEE, made them take DRPP just before going to bed each night.

With his assistants (ALLEYED) he taught them the spells in the sacred tomes of the 3270 (Vols. 1, 2 and 3), that they might better travel in safety by night and day. Here it was in this part of the forest that they came upon MORT who having knowledge, nefariously gained, of the earlier part of the journey, endeavoured to bend them to his will. He was beaten back by stouthearted pilgrims and retired confused, to report to his master OHTEE.

Thus they travelled on, sometimes losing and sometimes gaining members of their band. Here it was that they came upon a tribe of wild natives known as the "Dissectors," commanded by MAJORS LOG and CHART. "Poor cut," they cried, as they slashed at the pilgrims with scarlet implements. "Why not vector?" they shouted, but retired in confusion blinded by the skill of the happy band.

Another tribe closely related to the Dissectors, were under the leadership of BARRY (a dragon of sorts). This tribe lived in a room full of those awful animals known as the three-legged routes; on each of the legs of these beasts was a compass and a safety height, which, in order to overcome the animal, had to be checked right at the beginning.

This tribe was known as the "briefs" because they were all midgets. Working with this tribe of "briefs" was a group of witch doctors whose sole task was to make spells designed to cause rain and CB to camouflage the three-legged routes. They were known as the WETMEN.

The forest gradually thinned until the pilgrims came to the plains beyond it. There they met another great man who gave them wings and they all flew away.

The moral of the story is "Smarten up."



Above, top to bottom: Lt. Bulbul, Pte. Roli, P/O Newbold, P/O Lear, Lt. Turan.



Above, top to bottom: F/O Leslie, A/P/O Lockert, Lt. Ozucucu, A/P/O Kenney, A/P/O Seaton.



Right: F/O Corker (Class Director).



Below, left to right: A/P/O Coleby, O/S Tribon, P/O Burchell, A/P/O Martin.

GRADUATING CLASS 5415 (LR)



Back row, left to right: P/O Daughtry, F/C Setre, P/O Smith, F/C Kroger.
 Centre row, left to right: F/C Macauley, P/O's Gray and Hayland, F/O Pratt, F/C Hermansen,
 A/P/O Nunn.
 Seated, left to right: A/P/O Ward and F/C Hillier.

"I've a tale to tell you, comrade,
 "So hark to me I beg,
 "Fifteen L.R. will soon be far
 "From the bounds of Winnipeg.

"Yet there's one who'll stay behind us,
 "Though from cares he now is free,
 "Our own protector, our course director,
 "The valiant Don Dupuis.

"For sixteen weeks he taught us,
 "In the air and on the deck;
 "Flanked out in the back of a Nav
 Flight Dak,
 "While his students worked like heck.

"So now farewell he waves us
 "As his students graduate,
 "Thirteen men who'll remember when
 "He taught us to navigate.

"Firstly from Erin's emerald Isle
 "Comes Johnny—and we bet
 "That he's in the pay of the I.R.A.
 "But we haven't proved it yet.

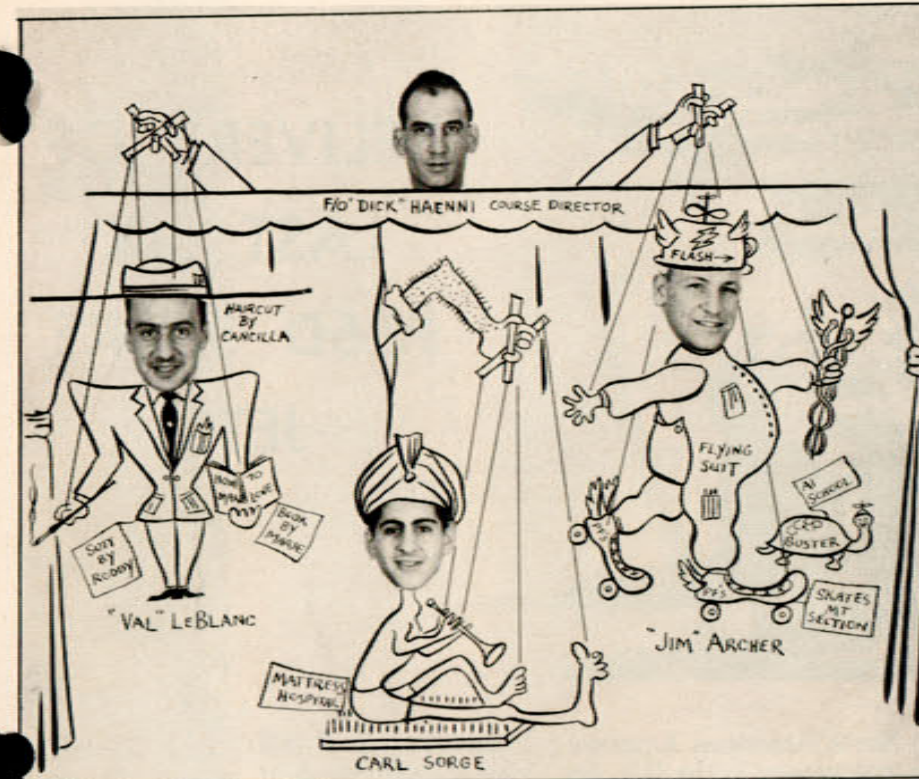
"The other John's a farmer's son,
 "Nostalgically he dreams
 "Of vintage cars and English bars
 "Where Dubonnet flows in streams.

"From Farnborough comes the one
 called Ray,
 "And, though he doesn't shirk,
 "He'd rather be at the S.B.A.C.
 "And let others do the work.

"Charles is the man with a thousand
 loves
 "Spent over the maritime waste;
 "He's the bright one on Morse, but then
 of course
 "There's no accounting for taste.

(Continued on page 39)

GRADUATING CLASS 5415 (RO)



Well, it looks as if we've finally made it, and all that's left now is pleasant memories of our stay in Winnipeg. Before we go we would like to express our sincere thanks to all those who made our graduation possible. We could name all you wonderful people but unfortunately time and Voxair's space will not permit it.

First there is F/O Haenni who has been more than our course director. He has been the guiding hand who always gave us that little shove we needed, and always in the right direction. He was the man we went to with our troubles, and it seems that no matter how busy he was he always found time to look after our needs.

Thanks to those officers in the ground school and flying section. Your tolerance, patience and understanding were greatly appreciated. Last but not least our thanks go to those unsung heroes who are very seldom in the limelight and who have the toughest job of all, the Morse section and the trainer section—and especially to Cpls. Barnard and Kennedy, who hammered those boys until we thought for sure their fingers would drop off. Thanks a lot boys; thanks for the memories.

Well, now that you have met some of our instructors we take great pleasure in introducing three lads we think will be greatly missed by people in this fair city, especially the proprietors of the Big "A," The Clarendon and the

St. James Legion! These three lads are very dear to our hearts and we really think that they are going places, (Kingston, Dorchester and Headingly?). Seriously, though, we think that they are going to the top, but there is only one thing that has us puzzled. Who needs tree CAS's?

First F/C Jim "Flash" Archer from Barrie, Ont. (Canada). While Archie may not be the slowest thing in the world, we just can't think of anything else that could be slower. Archie is the only married member of the three and we think it is a good thing, for somebody has to wind his automatic wrist watch.

Then there is F/C Val "Casanova" Leblanc from St. John, N.B., who thinks he is "God's Gift." His only ambition is to saxe six for Pall Bearers, and at the rate he is going we doubt if there will be six left! We shouldn't worry though, it has to come to a head sometime. Val's popularity is waning somewhat—you see he is slowly going bald.

Last but not least, F/C Carl "Got a cigarette?" Sorge, from Truro, N.S. This young fellow still doesn't know the price of cigarettes, and the rest of the course have him listed as a dependent for income tax purposes. Carl has always dreamed of having a harem filled with beautiful members of the opposite sex.

Again "Thanks for everything."

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On September 30 North American Aviation delivered its last F-86D Sabre Jet all-weather interceptor to the U.S. Air Force to complete four and one-half years' production.

There are more F-86D interceptors in service with the Air Force than all other interceptors combined, and in the second annual USAF Rocketry Meet, held at Yuma AFB, Arizona, five of the eight competing teams were flying the North American built interceptor.

The F-86D, now in service throughout the world, was the first of the one-man interceptors, and established a new concept for design of defensive aircraft—that of eliminating the second man, or radar operator.

Primary mission of the "D" is to defend against enemy air attack, day or night, in any type of weather. To do this with a one-man aeroplane required building automatic equipment into the plane which could take over much of the pilot's job. To fulfill this rôle the "D" carries more electronic equipment (495 tubes and 6,400 coils, condensers and resistors) than the average television station.

The "D" carries only rockets as armament and was the first to fire these air-to-air. It carries 24 "Mighty Mouse" 2.75-inch rockets in a specially-designed pod that retracts into the under fuselage of the plane. A hit with a single rocket, which streaks toward a target at more than 2,000 miles an hour, is enough to destroy the world's largest bomber. An automatic sight computes range, speed and probable course of the target.

Powered by a General Electric J-47-33 turbo jet engine with afterburner, the North American interceptor was the first U.S. plane to set official world speed records twice. On November 19, 1952, Capt. Slade Nash, USAF, piloted the swept wing Sabre over a 3 kilometer course at Salton Sea, Calif., for an average speed on two passes of 698.505 miles per hour. Seven months later, Lt.-Col. William F. Barns, USAF North American plant representative, flying the same

DELIVERY OF LAST SIX F86D SABRE JETS

Salton Sea course in the F-86D, set a new official world record of 715.697 miles an hour.

The first prototype of the plane, the YF-86D, was completed December 22, 1949. The first production model came off North American's production line in March, 1951, four and a half years ago.

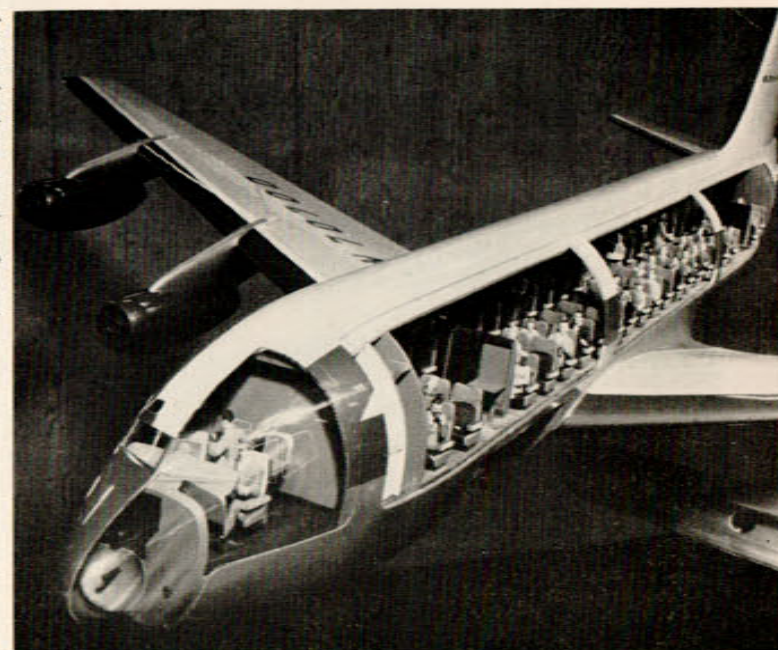
A blood cousin of the F-86 Sabre Jet, only United Nations fighter to defeat consistently the Russian-built MIG-15, the "D" represents a major stride toward eventual automatic flight.

Although a modification of the basic F-86 design, this interceptor has its air intake duct under a streamlined nose housing search radar. It also has a thicker fuselage section, and is three feet longer than the 37-foot F-86. But it has the same 37-foot wing span and 15-foot height. Like all F-86 Sabres its wings are sweptback 35 degrees for higher speed but have a greater lifting area.

BOEING 707 INTERIOR REVEALED IN NEW MODEL OF AMERICA'S FIRST JET TRANSPORT

The interior layout of the standard domestic version Boeing 707 jet transport is shown for the first time in this eight-foot cutaway model. A radar scanner is installed in the nose, immediately forward of the crew compartment. Five-abreast seating provides room for 108 passengers. Two passenger entrances are provided, with cloak rooms near each door. Large cargo and baggage compartments are located on the lower deck of the aeroplane, both forward of and behind the 45-degree sweptback wing. Four Pratt & Whitney JT-3 turbojet engines are mounted on Boeing-developed "pods" supported on struts under the wings of the sleek 550-mph transport. Interiors will differ according to airline requirements and route to be flown. This big new Boeing, which has been flying in prototype form for more than a year, is being offered to airlines of the world as the first fully-modern, long-range jet transport. Initial step in certification for commercial airline operations was taken recently when Boeing submitted its application to the Civil Aeronautics Administration for a type certificate of the Model 707 series turbojet transport aircraft. The Boeing 707 will be capable of non-stop transatlantic flights in less than seven hours, transcontinental flights in less than five hours.

—(Boeing Airplane Company Photo)



FLYING BOOM FOR KC-135

Its new highly streamlined Flying Boom installed, the Boeing jet tanker-transport prototype has been returned to flight status and begun first-phase testing of the high-speed device for the U.S. Air Force. The boom has been designed for installation on the KC-135 jet tanker, now in production for the U.S. Air Force at the Boeing plant in Renton, Wash., and will be used to refuel the Boeing B-52 heavy bomber and new USAF jet fighters. Shown inspecting the boom, left to right, are: A. M. "Tex" Johnston, Boeing chief of flight test; R. E. Winslow of the flight test radio facilities group, and James R. Gannett, B-52 pilot.



—(Boeing Airplane Company Photo)

(Continued from previous page)

NEW U.S. NAVY TRAINER



FIRST FLIGHT—NORTH AMERICAN NAVY T-28C
The new North American Navy T-28C trainer comes in for a landing on its first flight at the company's Columbus, Ohio Division. Major changes in "C" model is addition of arresting hook and barrier gear for carrier operation. The first "C" was flown and accepted by the U.S. Navy 24 hours after completion by North American.

FIRST ELECTRIC GENERATOR

Canada's first electric generator was installed at the corner of King and Yonge Sts. in Toronto by John Joseph Wright in 1881.

AIRBORNE TELEVISION CHECKS PROTEUS ICING TESTS

Airborne television has been used to observe de-icing tests on the Bristol Proteus turboprop engine, power unit for the Britannia airliner. A small Pye camera mounted in the port engine nacelle of the Proteus-Ambassador "flying test-bed" relayed pictures to a 14-in. television screen inside the aircraft, enabling technicians to watch the tests while they were actually in progress.

The tests, part of the programme for the Britannia's Certificate of Airworthiness, were completed in only twenty hours' flying.

Without television, at least ten times as much flying would have been necessary. Use of an ordinary cine-camera would have meant months of work, involving a slow, step-by-step procedure: the film recording each stage of the tests would have had to be processed and examined before proceeding further.

To create icing conditions, the Proteus-Ambassador was fitted with a water-spray grid in front of the port engine and supported by a light tubular structure attached to the aircraft forebody.

From a group of 37 nozzles the grid sprayed water—supplied from a 135-gallon tank in the rear of the aircraft—straight at the spinner and cowling of the Proteus. Anticing protection for the grid itself was supplied by hot air tapped from the starboard engine.

At full flow the spraying grid delivered about 500 pounds of water an hour at the Proteus' air intake.

To ensure that the water found its way into and around the engine, tests were first carried out with dye-impregnated water.

Mounted inside the Proteus' engine, the Pye television camera was focused on the entry guide vanes. Fan-cooled and flexibly supported, it completed the tests without replacement of the cathode tube—a tribute to the engine's freedom from vibration, the flying characteristics of the aircraft, and the durability of the camera itself.

On the 14-in. monitor screen inside the cabin, observers were able to watch the effects of icing conditions. When the anti-icing system was inoperative they saw ice deposits building up on the entry guide vanes, often taking the form of lumps of ice about 3/4-in. long. From time to time, the deposits would break off and disappear into the engine. However, at no time did the behaviour of the power unit give the slightest cause for anxiety, and the engine was accelerated and decelerated satisfactorily under these conditions.

In the most severe case, with the anti-icing system NOT in operation, ice accretion on the vanes caused a loss of only three per cent of engine power after about 17 minutes. When the system was switched on, the severest deposits were disposed of in a few seconds. The tests took place at heights varying from 10,000 to 30,000 ft.—a range within which icing may be encountered in temperate and tropical zones. Temperatures as low as minus 44 degrees C were encountered—lower than the worst case called for in ARB requirements.

The main reason for the virtual immunity of the Proteus to the effects of flying in water-laden atmosphere lies in the anti-icing properties inherent in the design of the engine. The reverse-flow air intake system ensures that the air drawn into the engine first passes through heated cowl surfaces, with the result that any ice that forms is reduced to a comparatively harmless state before passing into the compressor itself.

Further anti-icing tests are being carried out with another Proteus power plant, which embodies a number of production refinements.

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T.33 SETS RELIABILITY STANDARD

Lockheed's 600-m.p.h. T-33 jet trainer has become the first peacetime-produced military aircraft ever approved for service without each new plane requiring an acceptance test flight by military pilots. Three out of every four T-33s delivered to the United States Air Force go directly to operating units upon completion of Lockheed's own "fly 'em all" test flight programme. Already "graduated" by Lockheed test pilots, the four T-33 jets in this photo are ready for military acceptance. The one-in-four ratio may ultimately be expanded to one-in-eight or ever higher, U.S. Air Force procurement officials reported. In continuous production since 1947, the T-33 (designated TV-2 by Navy) established its remarkable reliability through thousands of hours of operational use. Lockheed recently turned out its 4000th jet trainer, out of more than 7000 jets of all kinds.



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RUGGER

(Continued from page 25)

curred while we were playing the University, our first game. Our backs were finding it very difficult to make openings—there were so many opposing shirts to beat. A quick count suggested something was amiss and a quiet word was had with their skipper. He quickly replied that, if anything, he was playing a man short, in the scrum—but he seemed completely unperturbed when it was pointed out that ten (in place of the normal seven) backs were being fielded behind him.

Concluding, we rather liked the incident when A—W—Imington, who was tearing towards the opposing goalline with the ball, ran into very heavy opposition. Paddy Blair, after running all the way up with him on the wing, yelled, "Outside you, Jerry. Pass to me! To me!"

As A. died quietly with the ball beneath the opposing forwards' feet, his look of hate was accompanied by the comment, "Never, t a b— Irishman!"

Personnel Officer; F/O E. J. Yeomans, WP Officer; F/O I. Hempseed, RU Winnipeg; and F/O A. Maybee, CNS Adjutant.

Candlelight reflected upon the bouquets of pom poms centered on each table, and background piano music was provided by Sgt. Bruce [unclear] from the Armament Section. Last but definitely not least, our lovely PMC, LAW Anne Jorgensen, supervised the evening's events.



Guests at the Airwomen's Mess Dinner. The Commanding Officer is on the left, with Miss McMillan next to him.

Our guest speaker, President of the Winnipeg Business and Professional Women's Club, Miss M. McMillan, spoke about women personnel in the RCAF, and the value of friendship and close relationship in the Air Force. We were most interested in her account of her travels, by air, to Hawaii, Barbados, Bermuda, and Niagara Falls, all so beautifully described that one felt as though one was with her on these trips.

After the dinner everyone entered the Airwomen's Lounge for a lively sing-song 'round the piano. Although we were nervous and excited about the dinner, we are proud that we came through with flying colours, and are looking forward to another Mess dinner in the near future.

* * *

Best wishes are in order for LAW Vi Mahr, who is now in possession of a very lovely diamond ring. The lucky fellow (and I'm sure he rezees it) is LAC Frank Mack, from RCAF at Clinton.

* * *

The airwomen of Winnipeg are quite pleased with the fact that they are now able to enjoy them-

(Continued on page 39)

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A Queen From Charlie's Harem

MOOSE JAW—A willowy, blue-eyed brunette, Roberta McCormick, was unanimously named Miss Moose Jaw RCAF when judging in the football queen competition took place at the local RCAF station Saturday night. A panel of seven judges chose her above 10 other beauties, after three hours judging. The girls were interviewed individually, then judged collectively by the panel. F/O Charles Monty entertained them to lunch while the judges pondered.

5415 LR

(Continued from page 28)

"Our lone Norwegian, Egil by name,
"Says Winnipeg isn't too bad,
"But he'd rather have fun by the mid-
night run
"So now that it's over he's glad.

"From the dark Malayan forests
comes the man called Jungle Jim,
his friends call him Bill and that's
his fill—
"Four lines are enough for him.

"Art's another who joined us late,
"Life would have been worse without
him,
"He's the bright young man from
Saskatchewan,
"And that's all I know about him.

"Back to the English and Willie we see,
"At flying he's a tyro.
"He prefers the ground, so he wonders
around
"Like a non-directional gyro.

"Geof's from broad-acred Yorkshire.
"Sheffield Steel's his pride and joy,
"He's a typical tyke, and that's why
he's like
"Our wild colonial boy.

"On the other side of the Pennines
"Lives Pete—and, though I don't bet,
"I'll wager he'll say when he goes away
"Is that ever cute, Gee! yet.

"ic's been here longer than anyone,
fourteen months so he avers it,
"He's exchanging this for marital bliss
"And the latter he prefers it.

"Voici le seul qui parle francais,
"De Montreal, ma foi.
"Mais ca va bien, je suis Canadien.
"Le Blanc! Assez-tois Toi!"

"Back to the Queen's own English,
"And Don has gone right through it,
"Well don't blame me if I'm PMC,
"Cause someone's got to do it."

"So now the story's ended,
"Our homeward way we wend,
"It's funny, it's strange, we've left
Long Range—
"Sixteen weeks and now—The End."

5412/13 LR

(Continued from page 26)

"But Hermie brutally lashed us into
activity once more, on the subject of
course contribution. Not, however,
fore Martell, Gray and Kroger, mov-
ing fast for the first time in weeks,
slipped from the room and rattled off
down town to inspect their overdrafts.

Happy Setre proposed that whatever
form the contribution was to take it
should involve little or no work. This
brilliant grasp of the essentials of the



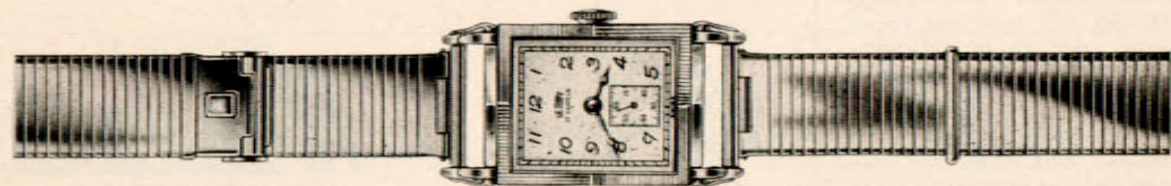
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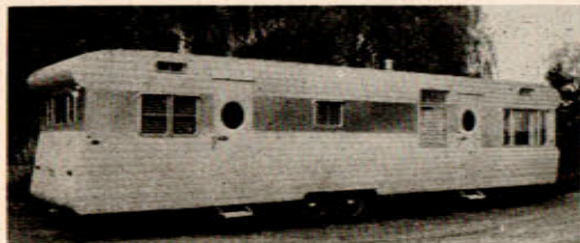
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situation was applauded uproariously by the course and ways of achieving this were eagerly discussed by all, with the exception of our "C.T.d." racing driver Clark who, as always, was poring over a tear-stained copy of the "Auto-sport."

The ruthless self-discipline of unconsciousness kept the mob under control and a good example was set for all by Macauley, who exhausted by three hours away from his pit, fell fast asleep in his corner. F/O Jock Pratt gave us some useful background information by telling us how magazine articles had been prepared "when I was in the Middle East," in spite of raucous barking from P/O Smith, a wild man who escaped from his Pennine Chain.

Despite this diversion, we agreed that honourable mention be made of our two course directors, F/O "Big Bill" Campbell and F/O Moore (of Almanac fame), even though the former was so broken after ten weeks that he preferred Mitchells to 12/13 L.R.

If anyone should ask to what we attribute our success we would refer them to the motto which has brought us triumphantly to the end of our course:

MINIMUM EFFORT
MAXIMUM EFFECT.

Yours truly,

12/13 L.R.

WD'S REPORT

(Continued from page 36)

selves by swimming for two hours every Tuesday afternoon, at the Chippawa Navy Pool, from 2:30 until 4:30. Sgt. Sargent is quite willing to teach all the non-swimmers how to keep afloat and the advantages of knowing water safety; so how about it, girls? Let's have a larger turnout next time.

* * *

We were honoured to have met F/L Pope, Senior Personnel Officer (Airwomen), from Training Command Headquarters a few weeks back. It was an informal meeting, held in the Airwomen's Lounge, and thoroughly enjoyed by all who attended.

* * *

To quote a one LAW Mickey Martin, "I've seen snowmen before, but never one that walks under his own power! Still wondering how he arrived in front of our barracks, Mickey?"

* * *

Speaking of wondering about things—those little foot prints on the ironing board covers? Any witnesses?

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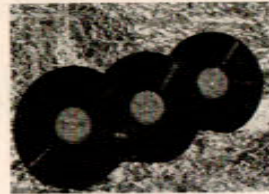


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PLANE FACTS

(See back cover)

GLOSTER JAVELIN FAW 1

The world's first twin-jet delta aircraft, the Javelin all-weather fighter, is in quantity production for RAF Fighter Command. The production version differs from the first prototype in having modified outer wing panels first tested on the second prototype. The flush-fitting, long range external drop tanks can be fitted side by side under the fuselage centre section. When loaded the plane weighs about 27,000 lbs. Its two Sapphire engines, each giving 8,300 lbs. static thrust, enable it to exceed Mach 1 in level flight. The Javelin carries four 30mm cannon in the wings and has provision for air-to-air missiles. Dimensions: Span, 52 ft.; length, 57 ft.

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