

Plane Facts
See Page 32.

Horizon



AN AIRFORCE
NEWSMAGAZINE

AUGUST 23, 1955

10c

Cpl. Feres, Drum Major Station
Winnipeg Band, gives a few
pointers to a young admirer
during the Band's visit to Lac
du Bonnet last month.



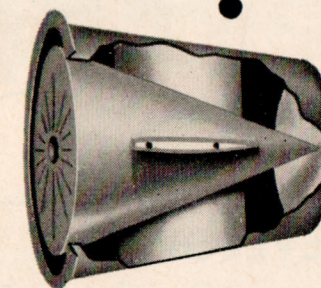
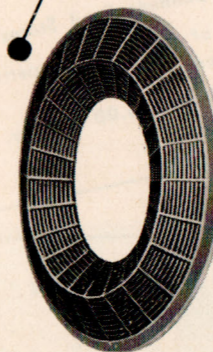
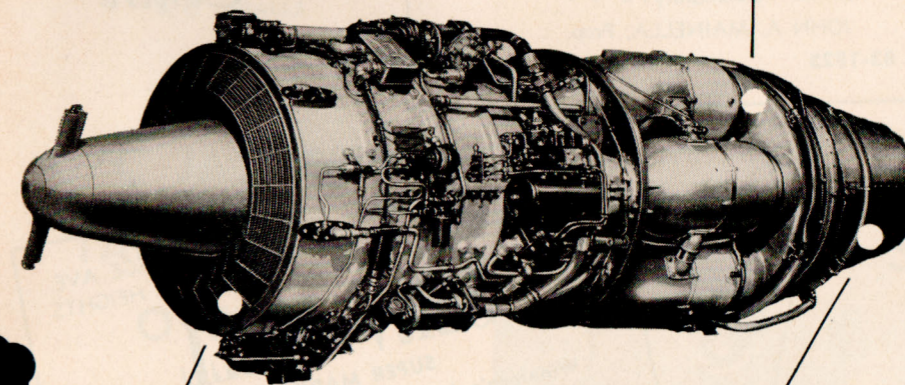
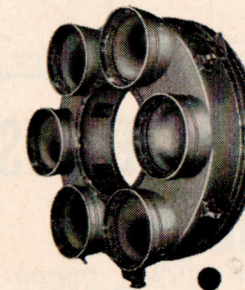


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• AN AIRFORCE NEWSMAGAZINE •

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F/O ROBERT GENNO

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Signing over ceremony.





"With all the defects, with all the failures that we can check up against it, the United Nations still represents man's best organized hope to substitute the conference table for the battlefield."
—President Dwight Eisenhower.

The United Nations was not meant to lead us to heaven but to save us from hell.
—Paraphrase of remark by Sir Winston Churchill.

CURRENT AFFAIRS

Edited By



DR. L. A. GLINZ
Current Affairs Adviser—
Joint Services

"WE, THE PEOPLES OF THE UNITED NATIONS,

determined to save succeeding generations from the scourge of war, - - -
and to reaffirm faith in fundamental human rights, in the dignity and worth of the human person, - - -

to promote social progress and better standards of life in larger freedom - - -

and for these ends to practice tolerance and live together in peace with one another as good neighbors, and - - -

to unite our strength to maintain international peace and security, - - -

do hereby establish an international organization to be known as the United Nations."

—From the preamble to the Charter of the United Nations, June 25, 1945.

DELEGATES from 60 nations, ranging the alphabet from Afghanistan to Yugoslavia, met in June to celebrate the tenth anniversary of the United Nations. Was this an event worth celebrating, or is the United Nations the failure some assert it to be?

Collective Action Against the Scourge of War

It is true that the United Nations has not realized the one great dream of its founders—a world made free from war by the collective strength of the nations. But that is the failure of mankind and not of the organization. Even in the preservation of peace the United Nations has made significant contributions. In its other fields of activity it has notable achievements to its credit.

In at least three areas of the world the United Nations has brought an end to shooting wars—in Indonesia, Kashmir and Palestine. The United Nations prevented the probable outbreak of fighting by persuading Russia to withdraw her troops from Iran in 1946, and Britain and France to withdraw their troops from Syria and Lebanon. On one historic occasion—in Korea—it took the most dramatic step of all—collective action by armed force to hurl back an aggressor and restore peace and security.

While these contributions to peace are important, no one would claim that the United Nations, as such, gives its members a sense of security from the scourge of war. The international organization which does give a measure of security from war is NATO, and NATO is an arm of the United Nations under article 21 of the U.N. Charter.

Disarmament

*"Every gun that is made, every warship launched, every rocket fired, signifies—in the final sense—a theft from those who hunger and are not fed, those who are cold and are not clothed.

"We pay for a single fighter plane with half a million bushels of wheat and for a single destroyer with new homes that could house more than 8,000 people. Is there no other way the world may live?"

In this noble language, President Eisenhower, speaking before the General Assembly of the United Nations on December 8, 1953, called on the Soviet Union, and on the world, to join with the United States in reducing armaments and in attempting to divert the incalculable resources of atomic energy to peaceful and productive use.

The story of the Disarmament Commission of the U.N. since 1945 is not an encouraging one. Only recently are there signs of the Soviet Union and the Western countries reaching an agreement on how to disarm and to what level. The next few months will test the sincerity of the Soviet in this field.

*ACHIEVEMENTS OF U.N. AGENCIES

THE U.N. has a multitude of agencies working steadily at the world's problems, seeking to improve the lot of men. Some of the things the U.N. is doing:

- Settlement of disputes between nations by the International Court of Justice.

- Creation of the Kingdom of Libya and the Republic of Indonesia by promoting the independence of colonial peoples.
- Provision in The Trusteeship Council of a form where non-self-governing peoples may bring their complaints and suggestions.
- The U.N. Children's Fund (UNICEF) in 1954 helped organize mass health campaigns that examined 400 million children in 88 countries, vaccinating 14 million against T.B., treating 2,000,000 for yaws and other skin diseases, 9,000,000 against malaria and typhus.
- Organizing campaigns around the world against famine, disease, ignorance and poverty, e.g., The U.N. Refugee Agencies provide a basic ration for 887,000 Arab refugees. In Korea the U.N. Reconstruction Agency has not only delivered immense amounts of food, fuel and machinery, but a team of British textile men who have taught their Korean spinners to speak English (with a Lancashire accent).
- U.N. technical experts carry technical advice from one country to the other and thus raise the standard of living.
- Innumerable other international services.

In spite of everything, the United Nations stands. Moreover, while there has been no final settlement among the U.N.'s major members, the organization has been an influence for healing, for reconstruction, for better living, for brotherhood among many nations through a score of agencies. Some day the United Nations may even achieve its aim of freeing the world from the scourge of war.

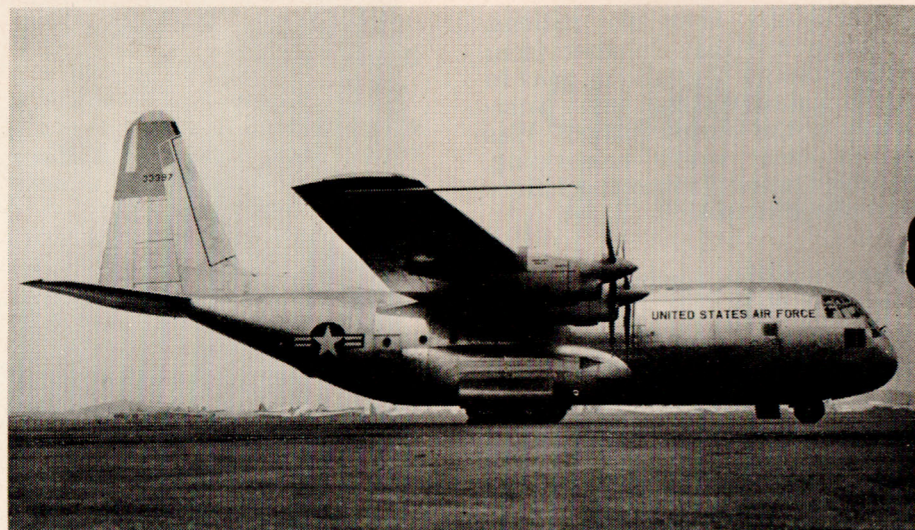
ACHIEVEMENTS OF THE UNITED NATIONS

* Quotation from Current Affairs pamphlet, 1st February, 1955. "United Nations Achievements."

* Based on article in "Time" Magazine.



Edited by F/L R. W. GELLARD



"New Turbo-Plane Is War Carry-All"

MARIETTA—Generals who have to worry about moving troops and cargo in an atomic war are putting great stock in a new Lockheed turbo-prop airplane in production here. It probably will become the backbone of troop carrier operations. The plane is the C-130A Hercules. It is the first of a new family of transport aircraft built for sizable-range duties in a war in which, because of the atom, ground units would dare not concentrate for long in any one area. Mobility is what the military planners are pressing for.

South Africa Buys Canadian-Built Jets

Canadair Limited has negotiated a contract with the South African government for the sale of Mark VI F-86 Sabre jets, plus spares, to equip two squadrons of the South African Air Force, J. Geoffrey Notman, OBE, president and general manager of the aircraft firm, has announced.

Paying tribute to the co-operation of the Canadian government, particularly the Department of Defence Production and the RCAF, for making available the latest model Sabres, Mr. Notman explained that these will be the first Canadian-built jet fighters ever exported commercially, and the contract is valued at more than \$10,000,000.

SAAF veterans of the Korean conflict, who had flown USAF F-86s there, recently flew late model Sabres of the RCAF in Europe and this experience apparently helped to influence the South African government in favor of the Mark VIs. Aviation experts have recently stated that the Orenda-powered Sabre "can outfly and outclimb anything in Europe."

* * *

"North Bay Man Saved by RCAF"

EDMONTON—An RCAF pilot bucked hazardous landing conditions, repeated engine trouble and thick low clouds but completed the longest mercy flight in air force history. Flt.-Lt. Al Richards described the flight as the roughest he had ever been on. Richards landed with 39-year-old James Lashney, of North Bay, suffering from acute appendicitis. The mercy plane's crew had been awake 24 hours before they reached Edmonton and had spent 12 hours on the return flight.

"Danes Look to Canadians, But . . ."

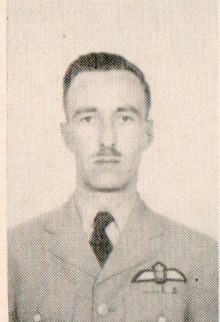
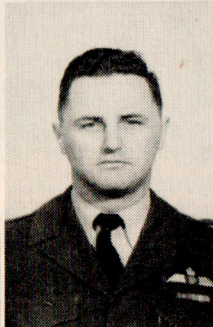
COPENHAGEN—It is indicative of Canada's very special position in Europe that the RCAF may be asked to station planes in Denmark because the Danes don't want the Americans to do it. There's one hitch, though. Before it sends out any invitation, the Danish government wants to make sure the voters really think Canadians would be that much more suitable than Americans to have around. In the eyes of the Danes, Canada's decisive advantage is that it is a smaller power whose presence would be felt as less of an abrogation of Danish sovereignty. Also, they feel Canada is a "moderate" nation in its international policies, a safer friend in an hour of crisis. Danish government officials and military men have already had informal discussions with Canadians about the matter.

* * *

"RCAF Planes Show Skills at French Show"

PARIS—Canada's top fighter planes, fully armed and demonstrating an advanced attack technique, went through their paces at the French International Air Show last month. Some 50,000 observers at Le Bourget airport saw two CF-100s piloted by RCAF crews and third with an RAF pilot match the speed and manoeuvrability against Western Europe's best aircraft. Development of the radar-controlled attack already has prompted Canada's decision to put CF-100s into service next year with NATO forces, giving Western Europe its first effective all-weather day-and-night interceptor protection.

Voxair Congratulates These Officers on Their Recent Promotions



Above, (left to right, top to bottom): F/L's Thrasher, Wannamaker, McRae, De Young, and Gates.

(Missing: S/L Gurney, F/L's Hicks and Connelly).

CANADIAN BEAUTY

Valerie Lane

Twenty-two-year-old Valerie Lane, of Winnipeg, returned last month from Toronto, where she tied for second place in the Miss Canada contest. She was Winnipeg's first entry in this competition for seven years. An ex-student of Gordon Bell High School Valerie has had considerable success in competition in previous years, culminating in her election last year as "Miss Glamour Drape" of 1954.

Vital statistics:
Fair complexion,
dark hair, hazel
eyes, and 34-23-35.



(Photo courtesy Andrews & Andrews, Town House Studio, Winnipeg.)

"NATO to Get Light Jet, Ground-Attack Fighter"

PARIS—The Supreme Allied Command in Europe is about to add another significant weapon to its defensive arsenal. This is a small ground attack fighter weighing less than 10,000 pounds, capable of streaking low level across Europe from unpaved fields at trans-sonic speeds to attack enemy concentrations. The Fiat works in Italy is building the first batch of 30 for tactical testing. It is likely that the Dassault and Breguet companies of France will receive the go-ahead signal to produce further units, and that other European aircraft firms will follow suit.

* * *

"RCAF Contributes \$1,200 to Red Shield"

WINNIPEG—A cheque for \$1,201—RCAF Station Winnipeg's offering to the Red Shield Appeal—has been presented to the Salvation Army during a visit of Army officials to the station. Major N. B. Bell received the contribution from Group Capt. R. B. Ingalls, commanding officer.

"U.K. Airmen Fly Fast Jet Across Pole"

FAIRBANKS — Three RAF officers flew across the North Pole in a jet bomber from Norway to Alaska, landing 4½ hours by the local clock before they left Europe. The twin-engined

14 TRAINING GROUP TRANSFERS

The Group Commander, A/C J. G. Bryans, presented mugs to three officers at a farewell party in the Officers' Mess last month. Left to right: A/C Bryans, F/O G. E. Thomas, who is now at MacDonald, S/L D. V. Thomas, taking the F.I.S. course at Trenton, and G/C Mitchell, who becomes C.O. at Goose Bay.



Canberra jet plane, first of its kind to fly across the Pole, landed at Ladd air force base at 4:27 p.m. Alaska time, 6 hours and 23 minutes after leaving Baroufoss, Norway.

* * *

"MiG Better Than Sabre?"

TORONTO—Edgar T. Alberts, vice-president of the Toronto Flying Club, was interviewed on his return from Moscow, where he saw the Soviet air show. He said 500,000 Russians witnessed the two-hour spectacle. "They have some tremendous planes, and they have lots of them," he said. "It was superlative beyond words. I had no way of measuring the MiG-19's speed and, of course, the Russians were secretive about its details. But it looked faster than the Sabre—even with the Orenda engine."

* * *

"Conscription 'Not Needed'"

OTTAWA—When asked for comment on a speech by John Bassett, publisher of the Toronto Telegram, which contained the suggestion that the time was now ripe for the federal government to institute a policy of one year's military service for young men, Prime Minister St. Laurent said: "My hope is that it will never be necessary to have conscription in this country." He then added "But if and when it does become necessary, the decision to introduce it will only be made on the basis of the safety it will provide."

* * *

"Canada's CF-100's to Europe in 1956"

METZ — Canada's CF-100's — due to arrive next year on some of the Canadian-manned and built NATO bases—will provide the RCAF with a one-two

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MAURICE HARDMAN DISCUSSES

RUSSIAN ROULETTE

For the habitual gambler there is always one risk that appals him more than any other, even more than consistently losing, and that is that he may become bored and jaded with his pastime. Most of us can take it or leave it, but to the real gambler it is not so easy as this, gambling is the most important part of his life and if he loses interest in it he has nothing to take its place. Hence it is fortunate that there is a game available that, under all circumstances, is guaranteed to arouse the most intense interest in even the most jaded habitué. The game is Russian Roulette. The rules have not been standardized; it has never had a Culbertson and it can never be popular. There will never be a time when you will get together evenings with your friends to play Russian roulette. In fact, you might only play it once in all your life, or you may even decide that once is more than enough. Nevertheless, everybody agrees that there is no other game to equal it in interest and excitement.

We will now consider its rules, more especially from the angle of calculating the odds. In a previous article, the odds in various games of dice and cards were considered, and it was shown how to calculate these in certain cases. With Russian roulette the calculations might be different from those of dice or cards, depending upon the rules used, or they might be very similar, but in any event the calculation is of interest. Let's first consider the rule used in the beginner's game. In this game you take a revolver with one bullet in it, spin the cylinder, point the revolver to the temple and squeeze the trigger. If you are in a position to do so, you then simply repeat, spinning the cylinder before each play, for as long as you are able or wish to do so. It will be seen that for each play there is a chance of one in six that the game might end abruptly, and that each play has no effect on successive ones since the cylinder is spun each time. The probability therefore of an eventful issue to a given play is always 1/6, just as it is when throwing a die, and this is true however many previous plays there have been.

After playing the game for some time the beginner may wish to graduate to the more exciting advanced game. The difference is that in this case the chamber is not spun after each play, with the result that the probability of an eventful issue to a play steadily

increases. It is of interest to see exactly how this happens. With the first play the probability is still 1/6, since there is one bullet in any one of six chambers. However, with the second play, if it is made, there is one bullet in five chambers, so that the probability is now 1/5. With the third play, again with the proviso that the player is in a position to make it, the probability is 1/4. So it goes on. A particularly dogged player might wish to persist to the next to the last play, when the probability would be 1/2, but there would be no point in proceeding further. The last play would not involve chance at all, there would be no gamble in it!

The game as described is the "solitaire" version, but it can be easily adapted to accommodate two or more players. The only difference is that the players take turns. A mounting excitement can be guaranteed, each player paying the utmost attention to the fate of his predecessor and frantically calculating the odds for his own case. Still further to increase the interest a stake might be put up, the stake being collected by the survivor.

It will be agreed, I think, that whatever form of this game is played, there will be no lack of interest on the part of the players. It is our fervent hope though, gentle reader, that in your own case no such violent means of stimulating an interest in playing the odds will be necessary.

111 C & R FLIGHT

By F/O NORM McMILLAN

Congratulations are in order to F/L Chuck Thrasher and F/L Harold Wannamaker, of 111 C & R Flight, on their recent promotions. F/O Park received his permanent commission.

We've had several searches in the last month. An American Bonanza flew into a thunderstorm and crashed near Sioux Lookout. The search lasted seven days.

A civilian helicopter crashed near a forest fire and wasn't found for eight days.

Two T33s were in a mid-air collision over Miami, Manitoba. These were found within an hour of take-off—two pilots out of three in this accident bailed out safely.

Two 111 Daks flew 13 Red Cross courses and equipment to Churchill for a blood drive in June.

Three Daks took the Portage band to Flin Flon for the 1st July week-end and the Trout Festival.

A Cessna 180 with a load of fish went missing east of The Pas. After a day's search the aircraft was found down and safe. All the fish were doing well. (Sniff!)

A night search for a missing Harvard was recalled when the Harvard was found in a hangar at Claresholm.

A missing civilian Norseman was found after a six-hour search between Red Lake and God's Lake.

F/O Achron airlifted nineteen civilian Air Cadet officials to Abbotsford, B.C., for their annual air cadet inspection and conference over the 15th July week-end.

As you can see, between promotion parties and searches, we in 111 C & R Flight have been fairly busy. This is my excuse for missing the last couple of editions of VOXAIR.

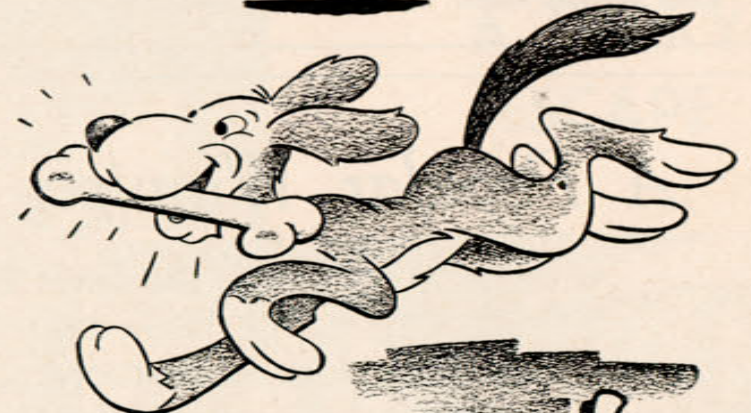
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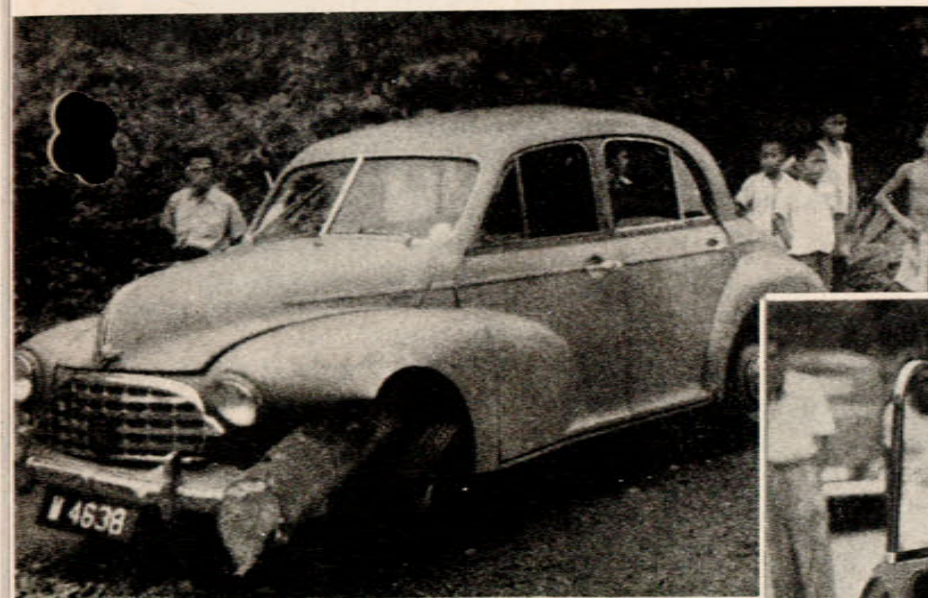
MERCEDES RACING CAR TRANSPORT



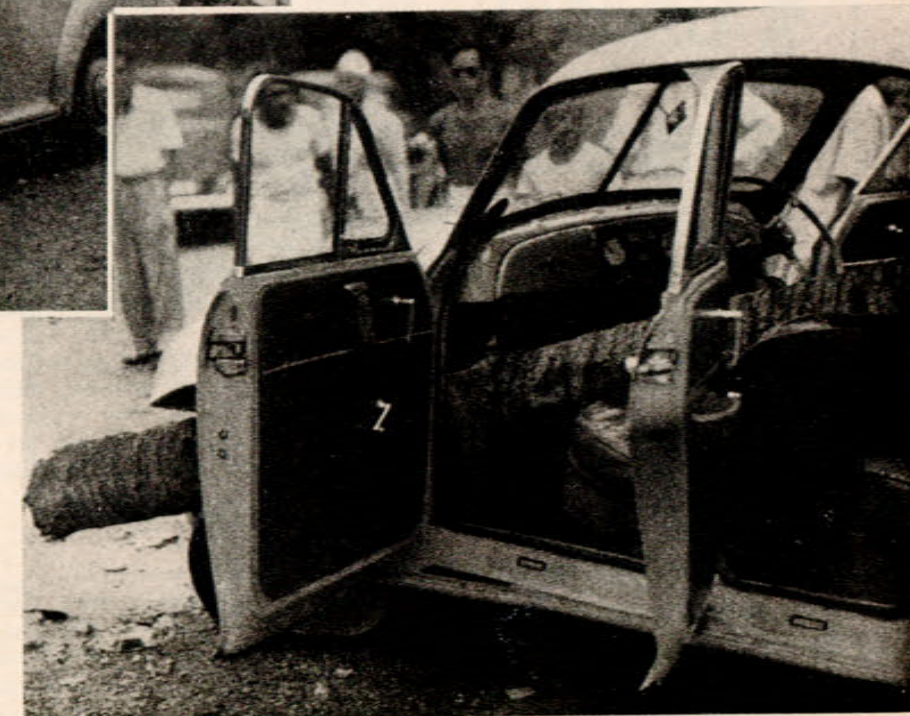
Note this specially-designed truck built by Mercedes for rapid transport of their racing cars around Europe. With typical German thoroughness it's built like a jewel with a 240 h.p. 300SL engine and a 300SL rear end. The machine has a frontal area roughly equivalent to your Ford or Chev. Cruising speed is 100 mph and top is around 110. The car being carried is a 300SLR Mercedes sports racing car such as was used to win the Mille Miglia this year. Stirling Moss, the British driver, who, for the first time in racing history, enabled an Englishman to win the Mille Miglia driving one of these cars, mentions that Mercedes bend over backwards to assist their drivers and, in his words, "If you wanted square wheels, they'd fit them, or tell you,—'Oh, we tried that back in 1937 and they didn't prove to be 100% efficient.'"

MOTOR EDITOR BUYS NEW ROVER 90

"Your truly" has now invested his hard-earned Air Force dollars in what I consider to be the best dollar buy of any British car in the market, a Rover 90. This machine really lives up to its reputation of being the "poor man's Rolls-Royce." The quality is amazing for the price and, though the car looks rather stolid, the handling qualities are quite similar to the Sunbeam I previously owned. If other British cars sold at the same rate in comparison to their English price as the Rover does, Austins, Morris's and Hillmans would be \$300 cheaper. To my mind, this is the one car in the medium price field that should sell well in Canada; however it suffers from not being known. Don't be surprised at what I say in the write-up to come, because I can guarantee every word!



A LUCKY ESCAPE



So, you think you're lucky! This Morris Oxford was travelling around Malaya in a thunderstorm when it happened to run into this "spear" in the shape of a fallen coconut tree lying on the road. The tree penetrated right through the car and ended up poking out of the rear window. Fortunately, passengers were non-existent and the lucky driver escaped with merely a bruised cheek!



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RAF PILOT TRAINING

AT the present time, the R.A.F. and the U.S.A.F. are the only Services to provide pupil pilots with jet experience during pre-wings training, one-half of the initial course, in fact, being completed in Britain on a type which is still in operational service. Although other air forces are likely to follow the example of the R.A.F. — the French have on order the Fouga Magister — indecision in training sequence is evident by the reversion of the U.S.A.F. and the R.C.A.F. to a light piston aircraft for basic training — the Beechcraft Mentor. And the controversy between side-by-side and tandem seating remains everywhere except in the R.A.F.

What, then, is behind the firm adoption by the R.A.F. of this revised training system? It was recently pointed out by the C-in-C. Flying Training Command, Air Marshal Sir Lawrence Pendred, that the standard R.A.F. training sequence of Provost/Vampire, was the result of four years experience of jet instruction, and that after several post-War combinations of basic and applied trainers, including the Tiger Moth/Harvard, Prentice/Harvard, Chipmunk/Harvard, Prentice/Balliol, Chipmunk/Oxford and other combinations of these types, the sequence evolved is likely to be in use for some time.

This experience, which has led to pupils flying jets after 120 hours total flying, was not lightly gained. Despite the attempts of the Air Ministry to play down the reports on jet accidents, it was recently admitted that from 1950 onwards, when the large-scale conversion of pupil pilots to jets began, the accident rate was "frightful." The new sequence is designed to reduce that rate by several means, including the discovery, at the earliest possible stage, of unsuitable jet pilot material, as well as to provide operational commands with completely trained aircrew.

In the light of recent discussion concerning pilot training methods we thought this article, written towards the end of 1954, might be of interest to our readers.—Ed.

In the past, it was possible, and indeed, regrettably common, for pilots to complete their training satisfactorily on piston-engined aircraft, only to be found unsuitable for more advanced flying when they reach their next stage of training. Two or three years ago, it was not uncommon for as many as one-third of the newly qualified pilots to be rejected by the Operational Conversion Units, and while many of these were later acceptable after further training, the total wastage represented an impossible financial burden.

Although the first Provost/Vampire trained course has yet to qualify, it is confidently expected that the rejection rate will be reduced to a little less than 2%, from the O.C.U.s and will subsequently fall to somewhere around the 1% mark. At the same time, the wastage from accidents has been steadily reduced by such measures as a higher ratio of instructors to pupils — about 1:2½ — better Air Traffic Control and navigational aids; and a close watch on student for fatigue. And by giving student jet experience on their initial course, it will be possible to eliminate one complete stage of training — the Advanced Flying School — for the majority of pilots, who are needed for jet fighter and fighter-bomber squadrons.

The full sequence of R.A.F. pilot training is therefore this. Initial selection on the basis of aptitude and physical condition is made at the Aircrew Selection Centre, R.A.F., Hornchurch, where, despite the very grave shortage of the right type of aircrew material, only the most promising applicants are accepted for service. After enlistment, the aircrew cadets are sent to the Initial Training School at Kirton-in-Lindsey, for a 12-week ground course, which is virtually an O.C.T.U.

As Act. Pilot Officers on probation, the students then move on to one of several Flying Training Schools, which, in No. 23 Group, Flying Training Command, may include Ternhill, Hullavington,

(Continued on Page 24)



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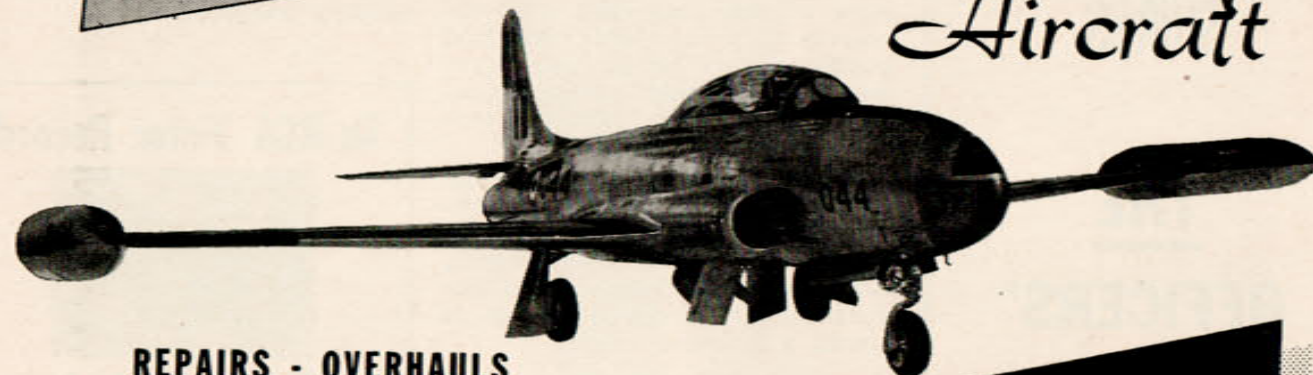
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TECHNICAL BRIEFS

BEECH AIRCRAFT TO SHOW THE MORANE-SAULNIER 760

Beech Aircraft Corporation announced that it has added to the company's trio of propeller-driven executive transports a new, four-place, twin-jet, pressurized aeroplane with a high speed of 405 mph.

The aeroplane is the M-S 760 built by a French aircraft manufacturer, the Morane-Saulnier Company, with whom Beech Aircraft is working to bring the new twin-jet to North America for demonstrations throughout the United States and Canada this summer.

To be known as "The Paris," the M-S 760 is a four-place, twin-jet, low-wing monoplane which has a fully pressurized cabin and offers the same cross-country speed as the most advanced airline transports. It will offer the same cruising speed as the DC-7; in fact, a little higher cruising speed. It will operate out of medium-sized airports. It will provide a type of transportation never before made available any place in the world for private use.

It will have visibility that has never previously been offered in any civilian airplane. All the occupants sit forward of the leading edge of the wing and are surrounded by a one-piece pressurized bubble canopy. The four passengers are protected against excessive sunlight by adjustable curtains overhead.

The aeroplane has a useful range which will enable it to make non-stop flights between New York and Chicago, St. Louis and Washington, Seattle and San Francisco, and like distances. Its maximum range is almost a thousand miles.

* * *

BOEING PNEUMATIC POWER UNITS

More than three years of operation has proved the dependability of Boeing portable pneumatic power units, used to start large jet engines on Boeing B-52 heavy bombers and other modern airplanes, Boeing Airplane Company has announced.

The pneumatic units, powered by Boeing 502 gas turbine engines,

first came into use in 1952, supporting pre-flight tests and experimental flying by Boeing B-52 bombers. Later types are being used to start the Boeing 707, America's first jet transport. Other aeroplane companies, as well as the U.S. Air Force Materiel Command and Training Command, also have Boeing gas turbine-powered air compressors in operation.

In the Boeing pneumatic power units, as in all Boeing gas turbine engines, the power output turbine is mechanically separated from the section of the engine ahead of it. The effect produced is the same as that of a hydraulic torque converter. These units have a power output of up to 210 air horsepower.

Air horsepower denotes the energy output of the compressor, taking into account temperature, pressure and quantity of the delivered air.

The unit consists of two 502-7D gas turbine-powered air compressors, each capable of producing 140 air hp continuously, or a total 280 air hp when output from both is ducted together.

The twin-engine twin-compressor unit was designed for air-lifting by military transport.

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Left File, front to rear: F/C Armstrong, F/C R. Macdonald, F/C Pull, F/C Agesen.

Right File, front to rear: F/C Le Blanc, F/C Holley, F/C A. Macdonald, F/O Woodhouse.

Standing: F/O L. B. Hall (Course Director).

GRADUATING CLASS

5410 (AI)

F/O L. Hall (course director)

The keenest tiger on the AI staff. Took the course under his wing in the third week. Proved to be a good mother hen as he watched the brood very closely. By a steady process of prodding, he pushed the young clucks of 5410 AI until they could feel their own wings (above the left pocket, that is). In closing, we, the members of your course say "Thanks!"

F/C L. W. G. Agesen

Best known for his superb physical co-ordination. Probably slated to be a Group Captain within eight or ten week for his efforts in "falling in the

officers." Hopes to be posted to the all-weather war-canoe O.T.U. among the west coast Indians and then to a fishing squadron.

F/C B. Armstrong

A fugitive from Mau-Mau territory. Pretty clean living type though. He doesn't smoke or drink but he does have faults . . . he's married! His ambition is to buy himself a nice quiet farm in southern Ontario and raise livestock and droves of little urchins.

F/C L. M. Holley

Einstein's understudy. His present is to perform interceptions using the

Mark St. Holley method. He's called Mr. Organization by the other members of the course mainly because of the organization confusion he uses while plugging out a fighter weave on his locker.

F/C J. M. F. Leblanc

From Montreal, Quebec. Intends to be "Un Mareshal de L'air" in the free Quebec Air Force. He's the course's sole representative from the Republic of Quebec. He also likes to pretend he's Wilfrid Laurier's Adjutant.

F/C A. K. Macdonald

Nicknamed "Blackie," although no one remembers why. Hopes to become Vice-President of John Labatt's company. Takes great pains not to take the same girl to the Mess three times in a row. Hails from the rock heart of Ontario — Sudbury.

F/C R. T. Macdonald

The noble friend of the "femmes" from the C.V.S.B. Will probably wind up as Beau Brummel's understudy or teacher. His secret ambition cannot be made public because we don't know what it is and he won't tell us.

F/C R. D. Dull

Never seen in the barrack block after 1630. Rumour has it that he's in St. James studying. Is that correct, Ron? He can always be depended upon to spurt forth a daily new fizzle comical (?) remarks. Cannot understand why some people might be better drivers than he.

F/O D. P. Woodhouse

The course's world affairs expert. He seems to have more arguments with himself than enough. His pet peeve is that the fact that F/O's don't draw Group Captain pay. He never seems to have sufficient funds to cover his extensive expenditures.

F/O Anderson

Has more intelligence than he can handle. Prefers to remain incognito, we imagine, as we seldom see him. For this reason he has trouble keeping up with all the programme changes. Will probably try to take over the programming section — then set up his fool-proof methods.

GRADUATING CLASS 5411 (AI)



Back row, left to right: F/C's Neeve, Perrie, Gaul, P/O Sherratt, F/C Ollenberger, Sgt. S. Rasmussen, B. Vuegen, F/C Kinney..

Front row, left to right: Sgt. Dekoninck, F/C Bell, F/O Glendinning (Class Director), Sgt. Gregersen, F/C Harding.

Favourite Expression: "Who is buying this round?"
Destination: Belgian Congo.
Pet Peeve: O.T.

F/C Don Gaul

Nickname: Pedro.
Hometown: R.R. No. 3, Nova Scotia.
Appearance: Tired.
Usually Seen: Running errands for F/O Glendinning.
Ambition: Keeping away from F/O Glendinning.
Favourite Expression: "Is this trip necessary?"

Destination: A Tiger Squadron in N.S.
Pet Peeve: Course Critiques.

Sgt. Morten Gregersen

Nickname: Greg.
Hometown: Copenhagen, Denmark.
Appearance: Very keen.
Usually Seen: With precis.
Ambition: Owning his own chicken farm.
Favourite Expression: "I guess you turned port, skipper."
Destination: Janitor on a chicken farm in Denmark.
Pet Peeve: Canadian girls.

F/C Keith Harding

Nickname: Hardhead.
Hometown: Minto, N.B.
Appearance: Interested.
Usually Seen: Trying lock-on.
Ambition: Run a beam on lock-on.
Favourite Expression: "This set won't lock-on."
Destination: Synthetic Trainer developing lock-on.
Pet Peeve: Timber.

F/C Ron Neeve

Nickname: Tarzan.
Hometown: Kimberley, B.C.
Appearance: Puzzled.
Usually Seen: With a pool cue.
Ambition: To find one with a tip on it.
Favourite Expression: Three banks in the side pocket.
Destination: Owning his own pool hall in Kimberley.
Pet Peeve: People who make three banks in the side.

F/C Ollenberger

Nickname: "Ollie".
Hometown: Vancouver, B.C.
Appearance: Always worried.
Usually Seen: Near his pit.
Ambition: To log more pit time.
Favourite Expression: Well now, I'm not sure that's right.
Destination: His pit.
Pet Peeve: Having to leave his pit.

F/C Perrie Don

Nickname: Admiral.
Hometown: Regina.
Appearance: Cool, calm and collected.
Usually Seen: Being collected from the mess.
Ambition: To make it home by himself.
Favourite Expression: "It's too early to close".
Destination: A membership in the local ten cent club.
Pet Peeve: The crowds at the bar at Wings dances.

Sgt. Vigo Rasmussen

Nickname: Ras or Moose.
Hometown: Allested, Denmark.
Appearance: Happy.
Usually Seen: In a Plymouth.
Ambition: To go home.
Favourite Expression: I don't say anything but *?†*.
Destination: Bait boy on a barracuda barge.
Pet Peeve: Englishmen.

F/C Don Kinney

Nickname: Kin.
Hometown: Victoria, B.C.
Appearance: In a cloud.
Usually Seen: With a girl.
Ambition: To get away from the boys on the night of August 6th.
Destination: A lonely, secluded spot for a honeymoon.
Pet Peeve: Crowds.

Sgt. Joe Vuegen

Nickname: Vuegie.
Hometown: Heusden, Belgium.

Appearance: Innocent.

Usually Seen: Entering via the rear door of the class room.
Appearance: To get in without being seen.
Favourite Expression: My watch is slow.
Destination: Watchmaker in Belgium.
Pet Peeve: Entries on charge cards.

P/O Bob Sherratt

Nickname: Bob.
Hometown: Victoria, B.C.
Appearance: Absent.
Usually Seen: With a pocket book.
Ambition: To find a B25 that will fly.
Favourite Expression: I'm eight trips behind you guys.
Destination: 12/13 AI.
Pet Peeve: 12/13 AI.

F/O Bob Glendinning

Nickname: ????
Hometown: Toronto, Ont.
Appearance: Too frequent.
Usually Seen: With his flock.
Ambition: To lose his flock.
Destination: To be given another flock.
Favourite Expression: "There's only eleven here, where is Vuegan?"
Pet Peeve: More than 20 knots under 1000 yards.

F/C Ron Bell

Nickname: Tinker.
Hometown: Kingston, Ont.
Appearance: A curly haired lady killer.
Usual Seen: Chasing Helen.
Ambition: Catching Helen.
Favourite Expression: "Wots the odds?"
Destination: Fireman at Kingston, Ont.
Pet Peeve: Neeve.

Sgt. Pieter Dekoninck

Nickname: Pete.
Hometown: De Panne, Belgium.
Appearance: Like a Frenchman.
Usually Seen: With beer glass.
Ambition: Keeping it full.

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RAF PILOT TRAINING

(Continued from Page 16)

Feltwell, or Syerston, where naval pilots are trained. At these F.T.S., basic training is given, eventually entirely on the Provost, although at the moment, only Ternhill is completely equipped with this type.

During the 30 weeks at Basic F.T.S., 120 hours are flown on the Provost, which, of course, is considerably more powerful than previous basic trainers employed in the R.A.F., and corresponds more in many ways to the Harvard. Sixty hours dual and sixty hours solo are completed on the Provost, or almost twice as much flying as was formerly done during basic training, the extra time being spent on advanced exercises.

The Provost has been designed to familiarize the student with many features which he will later encounter in the Vampire Trainer. For instance, the cockpit layout is generally similar, both having side-by-side seating, and the range of throttle movement in the Provost reproduces that of the Vampire, in that a large amount of travel is necessary before the Leonides accelerates up to 2,000 r.p.m., thereby simulating the lag of a turbo-jet on the approach. The excellent handling qualities of the Provost are by now well known, and Flying Training Command are "extremely content" with it.

From the Basic Flying Training School, the student pilot, with 120 hours flying, goes on to one of the four jet F.T.S. in No. 25 Group—Oakington, Merryfield, Middleton St. George or Weston Zoyland, to complete the "wings" course. With them go their "5060s" or training records, which offer a complete commentary on pupils' progress during the basic stage. The first course of Provost-trained pupils to convert to the Vampire T.11 is in its closing stages at No. 5 F.T.S., Oakington, where the Chief Instructor is Wg. Cdr. L. Trent, V.C., D.F.C.

There are three training squadrons at Oakington, together with a Headquarters squadron which serves to check and recategorize the instructors at intervals. It is a remarkable fact that the 7 to 8 hours taken by the students to solo on the Vampire T.11 has been more than was really necessary because

of the atrocious summer we have had. With the high performance of the Vampire, it is understandably necessary that students preparing to solo should have time to accustom themselves to the extra speed in possibly poor visibility and low cloud base.

Most aerobatic training is done at 10-15,000 ft., but there are also high-level aerobatics, which demand different handling, and Mach runs at various altitudes. One of the requirements of an applied trainer such as the Vampire T.11 is that it should be cleared for intentional spins for instructional purposes, and also that it should reproduce the spin characteristics of operational jet fighters. With its extended fins, the T.11 now has excellent spinning qualities.

After the first solo on the Vampire T.11, students may then con-

tinue solo details on the single-seat Vampire F.B. 5 and 9, of the types which are still in operational service with one or two R.A.F. units. The establishment at Oakington should be divided equally between the T.11 and the F.B. 5/9, but at the moment, there is a preponderance of the two-seat Vampires.

Much of the later stages of the Vampire course is spent on formation flying, at various altitudes, with aerobatics being included briefly in nearly every sortie. About half-way through the 30-week course, students have completed enough instrument flying to qualify for their white instrument ratings, after a comprehensive examination on the ground and in the air.

In all, students complete a total of 110 hours on the Vampire at Oakington, or another jet F.T.S.,

and then receive their flying badges as fully qualified R.A.F. pilots, except for specialized and armament training. At this stage, they have completed some 230 hours flying, almost one-half of it on jets, in 18 months, compared with the previous total, under the former training methods, of 180-200 hours, on piston-engined types. Instead of going on to an Advanced Flying School, to gain jet experience, fighter and bomber pilots therefore are now able to go direct to an Operational Conversion Unit, for a further 12 weeks, to become fully battle-trained.

The courses at Oakington will go, after qualification, to the O.C.U.s at Chivenor and Pembrey, to convert to the Sabre and Venom, and eventually, to the Hunter. For those pilots who, after graduation, hope to go to other Commands, such as Coastal or Transport, their O.C.U. course follows a period at an A.F.S. where they convert to multi-engined piston aircraft.

Following the almost undoubted success of the new R.A.F. training sequence, the next question to be decided is whether the present

piston basic trainer, the Provost, should be replaced by the Jet-Provost, since all but a few aircraft in the R.A.F. will, in the very near future, be turbine-powered, if not pure-jet. There are many aspects of this question, but the decision will not be made on theoretical grounds. A dozen Jet-Provosts are on order, and practical instruction in these aircraft by Flying Training Command personnel on a comparative basis with the Provost should provide answer to the problem.—J.E.F.

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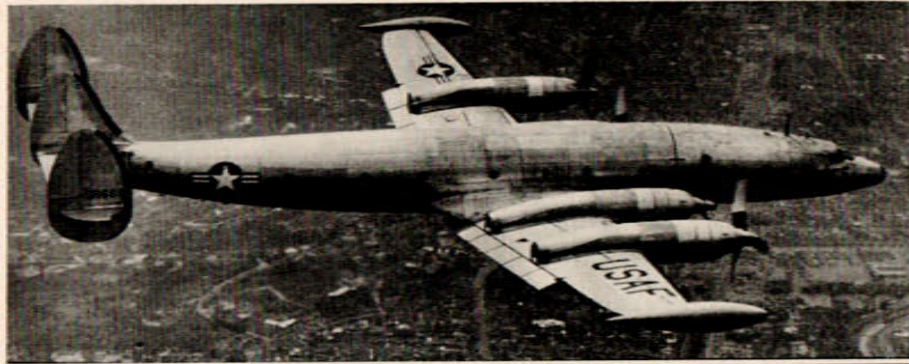
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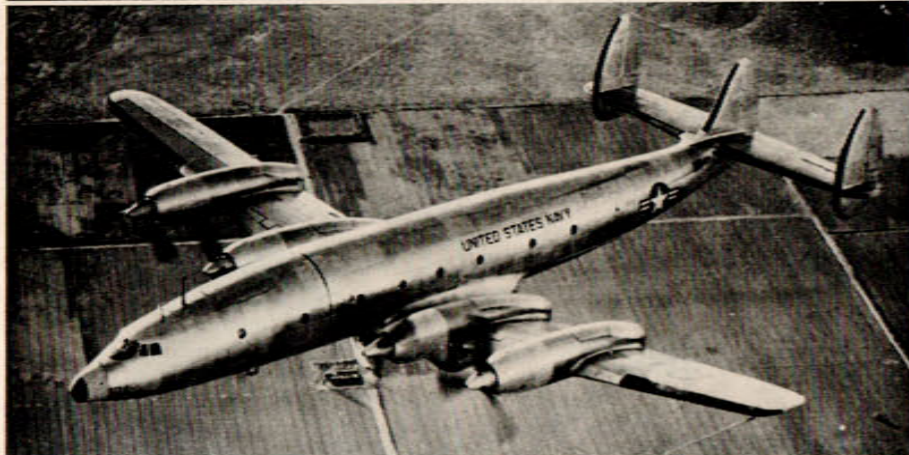
LAUNDERERS

372 Burnell St.

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—Photo courtesy Lockheed Newsbureau



—Photo courtesy North American Aviation, Inc.



—Boeing Airplane Company Photo

TECHNICAL NEWS

Edited by
F/L C. CHESHIRE

TWINS SHOW TURBO-PROP SHAPE

(Top left)—These twin, 440-mph Super Constellations—one for the U.S. Air Force and one for the Navy—graphically portray the new turbo-prop shape of air transport as they wing through their flight-test programme at Lockheed Aircraft Corporation, Burbank, Calif. Rated the fastest propeller-driven transports in the world, these craft are designed for cargo-personnel-evacuation carriers, to increase the military services' store of knowledge about the new field of turbo-prop flight. Note the slender, graceful engine nacelles and how they are mounted high on the wing, with large exhaust outlets over the wing's trailing edge. With engines combining the turbine power principle with propellers, these airplanes can fly 16-ton loads across the United States in less than six hours. When equipped with 600-gallon wingtip fuel tanks, as shown in top photo, they have an 8,770-gallon total fuel capacity, providing absolute range of 4,000 miles. Lockheed is building two, called YC-97Fs, for the Air Force and two, called R7V-2s, for the Navy. When the first R7V-2 flew, it pulled itself into the air with a steep-climb resembling fighter-plane performance. Generating up to 5,700 h.p., the turbo-props use special propellers, three-bladed, 15 feet in diameter, with each blade 2 feet wide from root to tip.

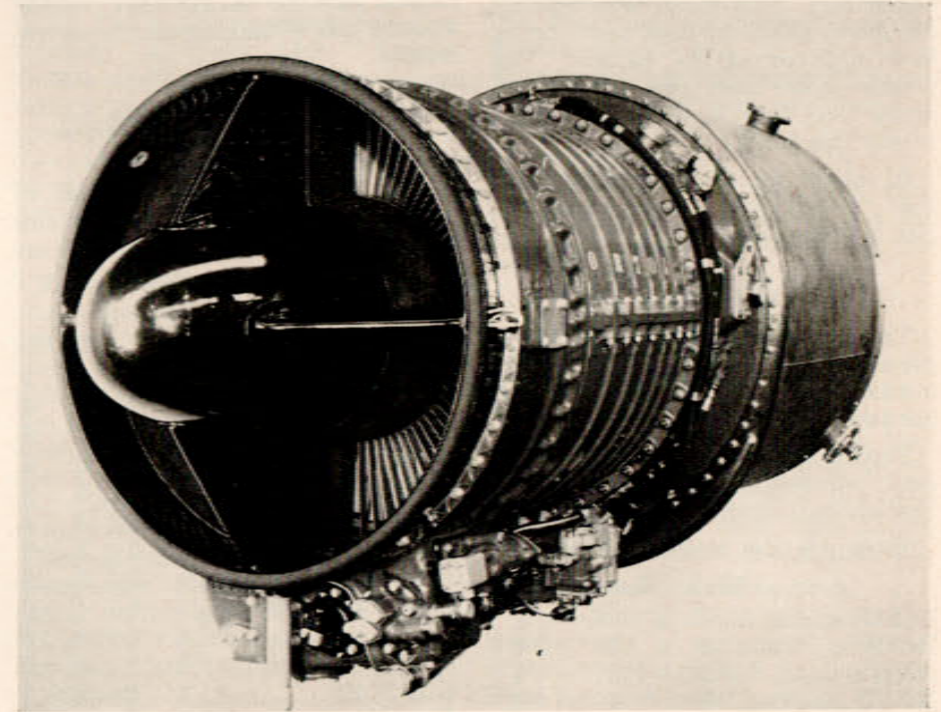
NEW COAT FOR FURY

(Centre) — The United States Navy's new FP-4 Fury Jet, now in production at North American Aviation's Columbus, Ohio Division, has shed the traditional sea-going Navy blue for a two-toned gray and white coat. The new colors were chosen to make the plane more difficult to identify in flight. The color scheme, gull gray at the wing root level and above and white below, extends from air intake to tail pipe. The FJ-4 Fury is capable of speeds in excess of 600 knots (690 mph) and is powered by a Curtiss-Wright J-65-W4 turbo-jet engine of 7,800 lbs. thrust. It has a high rate of climb and may also serve as a carrier of special external stored weapons.

BOEING TURBO-PROP C-97

(Bottom) — A Boeing turboprop YC-97J, one of two specially modified Stratofreighters now flying as test beds for the Pratt & Whitney T34 engine, is shown during a recent flight. Modified at the request of the U.S. Air Force, installation of the 5,700-horsepower en-

gines provides the two airplanes with almost 63 per cent more power and decreases their empty weight by almost 5,000 pounds. Note the three-bladed propellers on the YC-97J as compared with the four-bladed props on standard C-97s and KC-97s, which are powered by 3,500-horsepower Pratt & Whitney Wasp Major piston engines.



(Bristol Aeroplane Company Photo)

THE BRISTOL ORPHEUS TURBOJET

The Bristol Orpheus lightweight turbojet, power unit for the Folland Gnat, the Fiat G 91, the Breguet Taon, the Dassault Mystère 26, and other light fighter aircraft, has successfully completed a 150-hours type test at Filton, England.

This initial version of the Orpheus achieved a thrust of 3,286 lbs. during the type test. Other versions under development for the production Gnat and other aircraft are already running at higher powers.

A measure of the efficiency of a jet engine for use in light fighter aircraft is its thrust/weight ratio—that is, the amount of thrust it gives for every pound of its weight.

On the basis of the type-test rating, the thrust/weight ratio of the Orpheus is 4.4 lb. thrust per lb. engine weight, which means that the engine is more powerful—weight for weight—than any other engine yet to pass a 150-hours type test.

The first Orpheus-powered Gnat is expected to fly this summer.

Design of the engine has been governed by the following main considerations:

1. **Low Weight:** Accessories and internal gearing have been kept to a minimum.
2. **Low Cost:** This is a direct result of concentration on weight saving and simplicity. It has been achieved, however, without recourse to unconventional methods and the engine embodies those design features which experience has shown to reflect regular periods between overhauls.
3. **Ease of Maintenance:** Accessories are grouped on the underside of the engine for easy access. Items requiring attention have been kept to a minimum and the engine can be completely stripped in a few hours.

RUGGER

Well, the lads did it again on Air Force Day. The game was against the Army Club the final score being 41-0 in favor of the RCAF. The people who saw the game will agree that this is a terrific sport to say the least.

It might be of interest to note that the Station teams have not lost a game all season.

FASTBALL

The Station Fastball team is playing Tuesday and Thursday evenings at 19.00 hours at Fort Osborne Barracks Sport Field.

Practices are held every Monday and Wednesday evening on the Station ball diamond at 19.00 hours.

Here are the league standings:

	Won	Lost	Points
RCMP	4	0	8
RACF	2	2	4
ARMY	2	2	4
NAVY	0	4	0

HARDBALL

Just a reminder of the game times again in this league. TUESDAY EVENING — THURSDAY EVENING — DOUBLE HEADER SUNDAY. You are missing a good brand of ball if you miss these games. Several people after seeing one of these games have given

away their GOLDEYE passes! F/O KILBEY and F/O D. WORSLEY played on the ALLSTAR TEAM against the Winnipeg Goldeyes recently.

INTER SECTION SOFTBALL LEAGUE

SAY — did you know that 57 games have been played in this league so far this season — here are the league standings up to 5 July.

Team—	P	W	L	Pts.
Applied School	4	1	3	2
CSC 54	3	3	0	6
Supply Section	5	3	2	6
Headquarters	4	4	0	8
Telecom Air	4	4	0	8
Applied Radio	5	2	3	4
Armament	5	2	3	6
Armament Systems	6	3	3	6
Expeditor Flight	1	0	1	0
3 CU	4	0	4	0
Mitchell Flight	4	1	3	2
GIS Staff	3	1	2	2
Group	3	1	2	2
Elect & Inst	5	3	2	6

VISIT OF THE STATION CRICKET CLUB TO VICTORIA

On the 2nd July 1955, the Station team arrived in Victoria, B.C. to play against "ALCOS," one of the local cricket teams at Windsor Park.

Page, the captain, lost the toss and the station side was put into bat. Pritchard and Bray opened and took the score to 28 before the latter was run out, a collapse following with the addition of only 13 runs for the loss of the next six wickets. Page and Tolcher stayed together and took the score to 70 before Tolcher was caught. The innings closed at 92 when Page was caught after having made 35. Bridgeman took three wickets and Davidson two for the local team. Alcos went into bat after the tea interval, and were soon in trouble, with the loss of the two wickets for 11 runs. Twanley and Cox took the score to 30 before the former was bowled by Foxwell. Two more wickets fell in quick succession bringing the score to 34 for the loss of five wickets. Finally Jagers, with the aid of Day and Boyes, took the score to 70. The innings closed soon after Boyes was out with the score at 74 giving the Station team a narrow victory by 18 runs. Page took six wickets and Foxwell three for Winnipeg.

BODY BUILDING AND WEIGHT LIFTING

How many of you people realized that there was such a club in operation on the Station? Well it's true. Anyone interested can contact this club by calling local 511 anytime during the day or evening. The membership stands now at forty persons. The members work out both in the daytime and evenings so here is a good pastime for you shift-workers. Instructors are available at all times for beginners.

STATION TRACK AND FIELD CLUB

The lads did right well on the first of July at the Scottish games taking the Polo Park Grand Aggregate Trophy, the Rose Bowl Trophy, as well as twenty-six individual medals! They get an 'A' for the day.

The club members have been training since the 6th April every Tuesday and Thursday evening and the conditioning paid off firstly on Saturday, 18 June at the City of Winnipeg relay meet held at Sargent Park, the R.C.A.F. Winnipeg Track and Field Team ending the afternoon top dogs in total aggregate points with 54 points.

Second were the Winnipeg Athletic Association Hounds, with 49 points and third the Flying "M" Athletic Club, with 27 points.

Again on Saturday, 25th June, at the City of Winnipeg Track and Field Meet, the Air Force Track and Field Club won most of the honours.

On 6th August at Sargent Park, R.C.A.F. Station, Winnipeg, will host to the eight stations in 14 group on the occasion of the first annual Group Track and Field Day.

We hope there will be a goodly turnout of Station Winnipeggers to cheer our very talented representatives on to victory.

EASTERN LETTER

From SGT. HOWARD O'BYRNE

Locally, baseball is the news of the day. The Ottawa Senior Baseball League is in full swing, with St. Anthony's in the lead, followed closely by Wrightville. Gatineau, Eastview and Ottawa follow in that order.

The Ottawa Roughriders Club is taking shape fast these days. Coach Chan Caldwell expected to start training on July 15th. Season tickets are being sold, and latest reports are that the sales are progressing favourably, and if they are maintained all reserved seats will be gone by the time the league starts.

Softball at Rockcliffe

The Inter-Unit Softball League plays double-headers every Monday and Wednesday nights. The brand of ball is better than last year. Players will be picked from the seven teams in the league to form a team to represent this station in the Eastern Ontario Softball playdown, which will be held around the end of August.

The Intermess League has four teams—one from each Mess. A double-header is played each Thursday night, and the playdowns for this league start around the middle of August.

A league is being formed so that airmen who cannot get into one of

the station teams, for one reason or another, will have a league of their own. It sounds like a wonderful idea.

The Ladies' Softball League didn't enter any outside league as in other years. However, they have exhibition games each Tuesday evening.

Golf

The local tournament committee has been very busy lately, holding one tournament a month. The first one was very successful, and the second, despite the rain, saw over 50 members participating. The next one will be held the last Thursday in July and will be a "Two-Ball-Foursome" affair.

A driving range is being constructed on the station and it is expected to be in operation by the end of July.

Track and Field Club

Most of the members belonging to this club have been practicing whenever possible. The club has entered four meets so far this year and, although not taking any first prizes, has made very good showings in two of the meets. The next meet will be held some time during the first two weeks in August.

Station Swimming Pools

The opening of the two pools last month was a welcome occasion. Hours are 10 a.m. to 9 p.m., and we hope to have some pictures of the swimming scene here at Rockcliffe in time for the next issue.

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RUSSIAN PEASANT MULTIPLICATION

By JOHN R. HENDRICKS

In public schools students are bothered with the problem of multiplying numbers together. In order to do this they are told to memorize all the multiplication tables up to the ten times table. Mental frustration ensues as they sit down to memorize their multiplication table.

There is an easy way out—The Russian Peasant Multiplication System. In order to understand this system, all that is necessary to know is:

1. How to add (which has already been taught)
2. How to double a number (memorizing the 2 times table)
3. How to take ½ of a number (without running into fractions)

Knowing these three rules, any two numbers may be multiplied together. Take, for example, the two numbers 13 and 23. Portray them as in Figure 1:

Figure 1
 13×23
 $6 \quad 46$
 $3 \quad 92$
 $1 \quad 184$

Notice that in the first column I have taken ½ of every number above the number and that in cer-

tain cases I have thrown away fractions. Fractions are complicated and need not enter into the discussion for public school students. In the second column I have doubled the previous number above.

After completing such a diagram, the next step is to stroke out the complete line of numbers wherever an even number appears in the first column. This is illustrated in Figure 2:

Figure 2
 13×23
 ~~$6 \quad 46$~~
 $3 \quad 93$
 $1 \quad 184$

 299

In our example you will notice that 299 is 13 times 23. To check our work multiply 23 times 13:

$23 \quad 13$
 $11 \quad 26$
 $5 \quad 52$
 ~~$2 \quad 104$~~
 $1 \quad 208$

 299

Below are a few added examples to convince you that this method of multiplying numbers together is

far superior to the present-day systems taught in public schools:

25×25
 ~~$12 \quad 50$~~
 ~~$6 \quad 100$~~
 $3 \quad 200$
 $1 \quad 400$

 625

33×37 7×9
 ~~$8 \quad 148$~~ $3 \quad 18$
 ~~$4 \quad 296$~~ $1 \quad 36$
 ~~$2 \quad 592$~~ $—$

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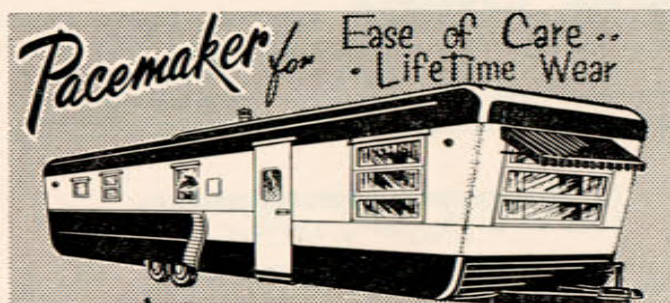
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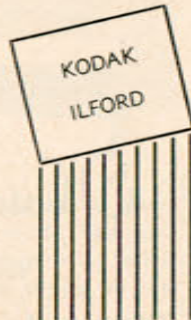


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