

Plane Facts
See Page 36.

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Honorary Editor-in-Chief: W/C F. GAFFNEY
Production Director: S/L J. HUDSON

EDITOR
F/O ROBERT GENNO

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ASSOCIATE EDITORS:

F/L R. W. Gellard, F/L C. Cheshire, Cpl. H. O'Byrne, LAW Micky Martin, N/S Dorothy White, F/O E. P. McLoughlin, F/L Jack Leach.

ART DIRECTOR: F/O W. W. FREDERICKSON.

BUSINESS MANAGER: F/O M. LIGHTSTONE.

SUBSCRIPTION MANAGER: F/O W. TOWNS

ADVERTISING MANAGER: F/O I. SCOTT.

TREASURER: F/O D. DUPUIS, F/O M. J. OUELLETTE

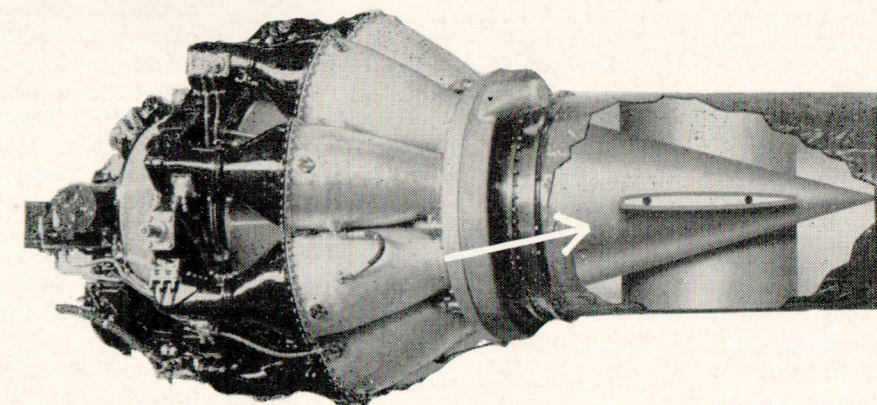
CONTRIBUTING EDITORS:

F/O Harry O'Hara, Lt. K. R. Cryderman, Dr. L. A. Glinz, Art Gauthier, F/O H. N. McMillan, LAC Jack Pyke.

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QUALIFYING EXAMINATIONS

By F/L J. J. GUERIN

THE Editor has been hounding me! You guessed right, he wants an article. Of course, his, shall we say, "demand," falls in the midst of my busiest season: qualifying examination time. I am being swamped with requests for exemptions, criticisms on exam papers, etc.

Judging by the comments from the field, the examiners must have holes in their heads for asking such asinine questions, but, being an old hand at this game, I wonder sometimes if the holes are not in the examinees' heads, thus explaining why knowledge acquired so painfully has slipped away so easily. Not that I am trying to defend my kin, because most exam papers are being prepared by specialists, pilots, navigators, supply officers, just like you fellows who are writing.

It's amazing how qualifying examinations which mean so much "financially"—if not in any other way—to most people can be prepared for with so little foresight. A flying officer, for instance, knows that the following year he will have to write an exam in Current Affairs; General Service Knowledge never changes very much from year to year; trade requirements are known well in advance. So why "beef" about the fact that the AFRO on qualifying exams is published at such a late date as the end of July and "wait" until December to start figuring out what the h . . . one has to study.

Every year, a week or two before Christmas, I hear the same story. Candidates start by blowing off steam, letting every one know in no uncertain terms what a crazy deal these exams are. Finally they simmer down and start pestering me for some material to study. "What, no more study guides?" They think I am not earning my keep as an education officer if I don't produce a three-page condensed version of a 700-page history book which can be studied in a couple of hours.

They feel only half satisfied when they leave my office with an arm load of precis. Poor fellows, it will take them longer to read those than to read the books themselves!

Then comes the festive season. A few drinks surely won't hurt; Dutch courage, you know! Have you ever tried reading a dry chapter on geopolitics after a few O'Keefe's? You tried it too? So what, one lives only once! The days go by and New Year is a thing of the past; barely two weeks to go before the exams. If the MO didn't put a damper on it some fellows would live these two weeks on benzedrine only. Anyway there is no curb on black coffee.

At last, the poor candidates write the exams. Their nervous tension is terrific. They don't know half what they should know and have almost forgotten the rest. The first hard question throws them for a loop. They'll flunk and they know it.

EDITOR'S NOTE: Results of the qualifying examinations written this winter will be promulgated soon. This article will be of interest to those of us who have passed, and will perhaps help those of us who may have to write again next year. The author is Air Transport Command's Staff Officer Education.

Who's to blame? Anyone but themselves. The policy makers, their job which is so exacting, their boss who gave them "only" two weeks off "buck-shee," the education officer's precis—they were too long to study or too short and didn't cover the questions asked by TCHQ—and of course those "dreamers" who prepared the exam questions. How can they expect a grown man with a job to do, to find time to study, just like a college kid?

If you are fortunate enough to be one of these "last mile eager beavers" and if, when the results are promulgated, you find that you have failed, you have only yourself to blame. The purpose of these examinations is to ensure that all RCAF officers have at least a general knowledge of history, geopolitics, world affairs, air power, and so on.

The fact that you may have taken Canadian History or Geopolitics at college is of little actual importance at this moment. Why do you have green ticket examinations? Why do you keep current in your flying? It's because there is no place in this air force for "has beens." In a similar fashion, it has been decided that at one time during their career, air force officers must be subjected to a refresher on geopolitics, air power, etc., and they be brought to a certain standard knowledge in these subjects.

Because of the large number of junior officers, courses would be terribly costly, not to mention that officers would have to spend more years in rank in order to allow everyone a chance to go through the mill. The next best thing is self study, not self study of a nebulous topic on which testing would be practically impossible, but self study of defined subjects, of particular authors. It cannot be made any easier.

Why is it then that you fellows find the going so tough? It's because a detailed knowledge is required. This is only right, for any intelligent man could pass exams on generalities. The examiners want to find out if you have really studied your subject.

This type of knowledge cannot be acquired overnight. This is the fact most officers forget. A long range effort is required.

Of course, you're going to tell me that your type of job doesn't give you any free time during which to study. You're awfully busy being a supply or an engineering officer.

(Continued on page 35)

SPRING!

By ERIC NICOL

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

THE coming of spring is traditionally the occasion for newspaper columnists to leap about like lambs, bleating their joy in the rejuvenation of the earth.

I guess I'm about the last to leap this year. I'm not as lamby as I used to be and I have to take a run at it. But a couple of afternoons ago, as I was walking up Seymour in the bright sunshine, spring suddenly hit me. After a few preliminary gurgles the sap began to flow. Waiting for the light at Pender, I filled my lungs with air, causing the woman next to me to edge away nervously. Yes, every sense confirmed the presence of the oldest living miracle. It was spring again.

As I walked along I felt springier and springier, smiling at all the women who were wearing their shadow shorter. Those that felt the spring smiled back, but quite a few were still in the grip of winter.

Happily I watched the signs of spring multiply—the old gents repossessing Victory Square from the seagulls, the clearance sales of wedding rings, the clarion exhortations to change my oil, the news that Tommy Manville was marrying again.

Spring brings its own special light, a warm, golden glow. In this light the girl who, during winter, loved and lost, looks lovelier than

ever. And the girl who won without loving seems to be wearing too much make-up.

In the light of spring the junior clerk who has just given too much to the Red Cross, and discovered the strange elation of giving too much, takes on a radiance that the ignorant blame on his necktie.

It's spring because in the residential districts the forsythia has turned yellow, and so has the margarine, and the roads are a mass of spring potholes. At the house where the children have played on the front lawn all winter, sliding in the snow and heeling the tender sod, the grass grows thick and green again, while the crusty gentleman with the fence and the dog stares grumpily at his balding sward without seeing that it is infected with malice.

It's spring because the days are getting longer, along with the faces of the skiers, and the faces of the students lost in the forest of exams.

It's spring because the sky is restless, the clouds, still wild with winter, running this way and that, beset by the sheep-dog winds.

It's spring because the first blowfly drones through the house, sounding the key for sleepy summer, sitting on the sunlit window and rubbing his palms together in anticipation of all the picnics to which he isn't invited.

Some of the sounds of spring are subtler. Such as the quick rasp of the golfer cleaning his repaints with the wife's nail brush. Or the protesting creak of the cricketer's climbing into the old white flannels for another season. Or subtlest of all, the unspoken words of young lovers strolling arm-in-arm in the night, for the language of spring is phrased by the eyes and punctuated with kisses.

Yes, sir, spring's my season. You can have autumn. I leave you the last chrysanthemum and press upon myself the first daffodil, the first flower of spring (the crocus is not so much a flower as a punk of colour to touch off the floral fireworks). Through the million megaphones of daffodils spring is shouted to the world. Spring . . . !

There, you see, the exclamation points are coming up. My prose is growing lush and I seem to hear an editor oiling his shears. I don't care. What does an editor know of spring? Does an editor know the painful ecstasy of wanting to build a nest before the trees are in leaf? Does he think I'm running around with this bit of string in my mouth just for laughs?

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By F/L HAROLD COX

A NATTER WITH THE PADRE

FLYING had been scrubbed because of the fog, and the boys were all sitting around in the mess trying to put in the hours between supper and bedtime. The padre came in and sat in the chair that had just been vacated by a young Flying Officer. "Good evening, Padre," said John from the chair to his right. "You couldn't have come at a more opportune time!"

"How is that, John?" asked the padre.

"Well, I have been sitting here for the past half-hour listening to that clot that just left your chair, and I've been trying to figure out just how I can ever be a true Christian while there are such people as he in the world."

"Now, John, a statement like that calls for a bit of an explanation. Just what do you mean by it?"

"Well," continued the young pilot, "as a Christian I am supposed to love my fellow-man, but just how anyone could ever even like an egotistical, over-bearing, pompous brat like that guy I just can't understand. I can't talk to him for five minutes without wanting to belt him in the teeth! Just seeing him strut himself around the mess here makes me realize that if to be a Christian I have to love such a type of individual then I'm sure to be 'washed-out' when the final tests are given!"

The padre sat back in the big leather chair, crossed his legs and made himself comfortable before he spoke. When he turned to look at his young companion there was the faint trace of a smile on his lips and at the corners of his eyes.

"You know, John, I used to find that a bit of a problem, too. I was always running into people I didn't like. Oh, often it was my own fault. Many times I didn't bother to try

to get to know the other chap, to really know him that is, to try to find the reasons behind his actions and his attitude. To get to the place where I could ask myself the question, 'If I had lived the life he has had to live would I be different?' An old tree may have twisted limbs and gnarled roots because it has had to withstand the beatings of high winds and cruel storms. Many people are like that, John. They are stern and abrupt and difficult to deal with at times because they have had to put up a desperate struggle to travel along this road called life. If we took the trouble to get to know their tragic stories it would explain many of the things that puzzle us about their personalities. If we really knew people I am sure that we would love them more.

"However," continued the chaplain, "that isn't the whole answer. There are some people, thank the Lord they are few in number, but there are some, who are less attractive to us the more we know them. Still, we must love them!"

"But, padre," interrupted John, "how can any man love someone he doesn't like?"

"That word *love* has been greatly colored by the romanticism and emotionalism of the literature and theatre of our age, John, and it is too bad because this coloring of the word has made it difficult to understand it in its Christian sense. To love a person in the true sense is to sincerely desire his highest good—and as Christians we dare not do anything else—even the one who rubs us the wrong way or the one who is our worst enemy. It is in this sense that we are called upon to pray for our enemies and for those who despitefully use us."

"Remember, John," continued the Padre, "you and I aren't the only

ones with this problem. Perhaps there are people who look at us and—strange as it may seem—find us very unlovable. Personally, I like to think about the disciples and take a little lesson from them. They were a blundering lot; petty at times, squabbling at others, often stupid and, in short, generally unlovable. Yet He loved them, even in their moments of failure and disloyalty. Here is where I see our hope. Let us do our best to love one another, for love is of God—and God is love!"

"Well," said John, "I guess I do desire that even he may have the best life possible." He pointed to the young man who was standing at the bar and around whom this conversation had evolved. "Yes, I'm sure I do—and in that light I can even pray for him sincerely. But I still don't like him!"

"No, John, but if you sincerely desire his highest good, even though you may not like him, you do LOVE him!"

With that the padre got up and strolled over to the bar. He wanted to get a chance to talk to the young lad whose seat he had taken. As he had talked to John he realized that this man was one of the replacements that had come to the squadron and he had not as yet had a chance to really try to get to know him.

John remained in his chair and he was thinking that perhaps there was hope that he might be numbered amongst the ones who hadn't "washed-out" as Christians after all. For even though he didn't like him personally he was sure that he didn't wish the guy any harm. No, when you got right down to it, he wished him all the best. He was glad he had had a wee natter with the Padre.

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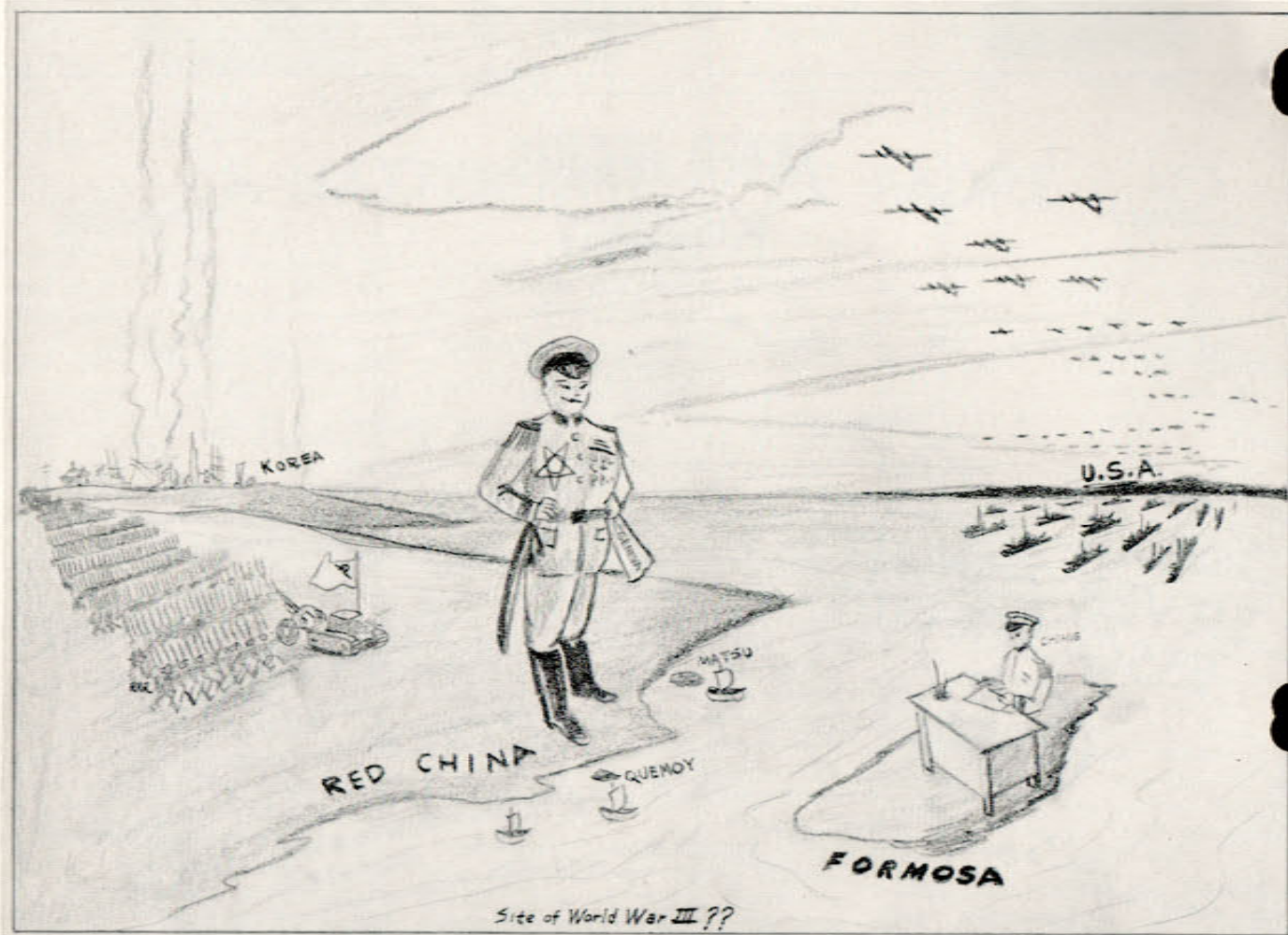
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CURRENT AFFAIRS



COMMUNIST CHINA

Mr. Dulles, United States Secretary of State, on his return recently from the conference of SEATO countries at Bangkok, expressed the fear that Communist China's exaggerated ideas of her own strength and importance might lead to war. He said Peiping's tactics "may prove more dangerous and provocative of war" than the more cautious techniques Moscow had used for expansion.

Edited By



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

THE United States has decided that the great island barrier of Formosa—115 miles off the southern coast of China—is essential to the defence of the Pacific, and has declared that she will use force to keep it out of communist hands. China, on the other hand, has announced that she will take Formosa, which is hers by right, and drive the traitor, Chiang Kai-Shek, into the sea. Premier Chou En Lai branded the American declaration on Formosa as "a bare-faced war-cry" and a "brazen threat of aggression." To a United Nations' proposal of a cease-fire with the Nationalist Chinese on Formosa he bluntly said no.

It is language like this, Chinese intoxication with her successes on the international scene, and an underestimate by China of American resolution, which has led Mr. Dulles to describe the situation in the Formosa Strait as "highly dangerous."

One source of trouble has been the Nationalist-held islands of Matsu and Quemoy in the Formosa Strait, just a few miles off the coast of Red China. Will the Communists attack these islands and, if they do, will the United States assist Chiang Kai-Shek's forces to defend them? The United States has deliberately kept the Communists guessing as to whether she would fight for Matsu and Quemoy or not. The trouble is the Americans have kept their allies guessing also. Both Britain and Canada have announced that they would not feel called upon to assist the United States if fighting starts over these insignificant islands that rightfully belong to Communist China. But both countries have made it clear that they would be with the United States if a major war should break out over Formosa. Mr. Dulles has finally stated in unmistakable terms that his country is not committed to the defence of Matsu and Quemoy. It will be interesting, however, to watch what happens to these islands.

Can anyone guess why Communist China could be so presumptuous as to believe that she could seize Formosa by force even though the United States has stated unequivocally that the island would be defended by the Seventh Fleet and American air power?

One partial explanation is the

high opinion which the Chinese have acquired of their own military prowess and strength. Did they not fight the mighty United States to a standstill in Korea? Did they not dominate the conference at Geneva and win South-East Asia for communism? And have they not a huge army rapidly being modernized on Soviet lines? Backed by Russia, nothing in Asia—or the world—could stand against them! Furthermore, the United States is but a paper tiger. The United States makes big threats but will do nothing. So China thinks—or pretends to think.

China may wake up one of these days to find how wrong this is. There is no doubt the United States means business about Formosa. Fighting a naval and air war with no sanctuary for the enemy would be a different matter from fighting a restricted land war in Korea—as China would discover.

For the enlightenment of all who cared to listen, Mr. Dulles listed the other day the forces which the United States maintains in the Western Pacific: a Navy of 400 ships and 350,000 men, Army forces totalling five divisions and about 300,000 men, an Airforce of 30 squadrons. "Taking into account the power of modern weapons," said Mr. Dulles, "it is a striking force substantially bigger than that deployed by the United States at the height of the war with Japan."

There is some evidence, too, that the U.S.S.R. is exercising a restraining influence on China. Sir Winston Churchill and others are of the opinion that the U.S.S.R. is not ready for a large-scale war. Churchill declared on March 12: "The only country which is able to deliver today a full-scale nuclear attack with hydrogen bombs, at a few hours' notice, is the United States." Even if China did the fighting in the Formosa area, Russia would have to arm and supply her. Since Russia has no desire to do this in a vain cause, she will undoubtedly endeavour to hold in check her headstrong ally.

Mr. Clement Attlee, who was once Prime Minister of Great Britain, suggested in an interview with reporters in Winnipeg that Formosa should be "neutralized" for a time, and then a plebiscite held to allow the islanders to decide whether they wish to join Red

China or remain under the regime of Chiang Kai-Shek. Mr. Attlee called the policy of the United States on Formosa a "mistake," adding, "I'm not in favor of defending Formosa. I don't think it's our pigeon at all."

Mr. Dulles has continued to urge upon Communist China a "cease-fire" in the Formosa area. He has stated that acceptance of a "cease-fire" would not mean that Communist China gave up its claim to Formosa. It merely meant the substitution of negotiation for force in determining the future of the island. He added that the United States was not impressed by Communist China's threats to use force and that the United States would not continually withdraw.

COVER STORY

"VOICES OF SPRING"

The voices concerned are, firstly, the little one inside LAC Lou Bickerton telling him that it's about time he traded in his hockey gear on some baseball equipment, now that spring is here, and secondly, the one issuing from the mouth of WO W. E. Stockdale, Recreation Supervisor which says, "Bring 'em back in good shape, or else . . ."

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Edited by F/L R. W. GELLARD

"Canadians at A Bomb Tests"

WASHINGTON — Canadian troops joining in the United States atomic tests in Nevada this month will take part in what is known as an open shot exercise. This means they will operate in an area made radioactive by an atomic bomb fired from a tower—usually 300 feet high—as opposed to a bomb dropped from a plane. The 53 Canadians will be the first active foreign military group to participate in an American nuclear training test. They will be drawn mainly from the Canadian army's No. 1 radiation detection unit at Barriefield, Ont., and supplemented by technicians from the RCN and the RCAF. They will be under the immediate command of Lt.-Col. R. A. Klaehn, of Kitchener, Ont., of the Canadian army's weapons development branch.



F/L Cox, Protestant padre, baptised Janice Leigh Douglas, and Kenneth and Ian Renton at the Chapel on April 3rd. Pictured are F/L Cox with Janice; F/L Doug Renton holding son Kenneth; Mr. John Bibe, godfather; Mrs. Jean Renton with Ian; Mrs. Doreen Douglas; and F/L Douglas.

F/L Renton is leaving the service at the end of April, to reside in Calgary where he will be in the road construction business.

Canada-U.S. Atom Pact

WASHINGTON — An atomic agreement between Canada and United States is being rushed to completion here and is expected to be ready for signature early in the new year. "They're just about dotting the I's and crossing the T's in the agreement now, and it should be ready fairly soon," a Canadian official said. Canada also may soon be informed of more U.S. military atomic secrets because of a decision taken at the recent Paris conference of the North Atlantic Treaty nations. An agreement growing out of the meeting is being prepared in Washington under which United States will tell its allies in NATO more about the use and effect of atomic weapons. This agreement may be completed sometime this month.

"CF-100 Remains at Bay"

NORTH BAY—North Bay will continue as a base for all-weather fighter squadrons of the Air Force, in addition to technical training units related to servicing and maintenance of CF-100 jets. Movement of the OTU from North Bay will mean an initial reduction of several hundred service personnel at the station. For the most part, however, this reduction will be offset as long-range plans for the station develop.

"V Bombers for RAF"

LONDON—The Royal Air Force is receiving the first of the new Vickers Valiant strategic jet bombers, George Ward, Air Under-Secretary, told the House of Commons recently. The Valiants have been specifically designed to carry nuclear bombs. Mr. Ward declared: "The Valiant has a better performance than the American B-47, which is the backbone of the United States Strategic Air Command. Experts here believe the Valiant can reach a top speed considerably more than 650 miles an hour on its 4 Rolls-Royce Avon jet engines. Britain's two later strategic jet bombers—the Avro Vulcan and the Handley Page Victor—have flown higher than 50,000 feet and at speeds "within a small fraction" of that of sound, Mr. Ward further disclosed.

LONDON—The Daily Mail says Britain's new "deterrent ring" of V-bomber bases is likely to stretch from Arctic Canada to North Africa and Iraq. "There is little doubt that the Canadians will allow our bombers to be based in their far northern territories, ready for 'over the Pole' retaliation against Russia," says the Conservative newspaper.

Russians Develop Arctic

NEW YORK—The Soviet Union is pushing feverishly with its plans for Arctic development. Within the past fortnight, Radio Moscow has gone out of its way—for the first time within recent memory—to describe the work of its explorers in the Far North. In one of these English language broadcasts, replying presumably to a question from one Arthur Frazer of Dublin, Ireland, the Soviet-owned station described in un-propaganda-like terms its success in developing oil fields, the fishing industry, and agriculture in the regions under Communist occupation in the Arctic. Two new expeditions were organized last spring, one in the proximity of the Pole, the other in the eastern regions, to conduct "polar observations," the broadcast said. Scientists are studying ice conditions and atmospheric conditions and are surveying the ocean bed. Work is also being done in meteorology, aerology, hydrology and magnetology.

S/L Harvey to Command 430 Squadron

OTTAWA—Appointment of Flt. Lt. William S. Harvey, 35, of Vancouver, as a commander of Canada's 430 Squadron Gros Tenquin, France, has been announced by RCAF Headquarters. He is promoted to acting squadron leader. He was formerly air training officer at headquarters of the Canadian Air Division at Metz.

"Canada Looks Ahead"

MONTREAL—There are a lot of conservative aeronautical engineers who are convinced that inter-planetary travel will become a reality within our lifetime, Crawford Gordon, Jr., president of A. V. Roe Canada Ltd., told the Canadian Club here recently. Meanwhile, Mr. Gordon indicated Canada is zooming ahead with aeronautical developments. For instance, he said Canadian-built Sabre jets can outfly any jet fighter the USAF has in Europe. Mr. Gordon referred to the jet interceptor—called the CF-105—being developed at the Avro plant at Malton. "It is common knowledge, too," he said, "that the interceptor of tomorrow—maybe we should have it today—will have to fly at Mach 2, which is twice the speed of sound, or 1,520 mph at sea level. Moreover, it will have to be virtually automatic. The pilot will merely take off, land it, or monitor it in flight if something goes wrong. To meet these requirements, our concept of power has had to change," he said.

W/C Lambert to Air Div.

OTTAWA—Wing Cmdr. Frederick F. Lambert, 40, of Saskatoon, has been appointed to the headquarters staff of the RCAF Air Division at Metz, France, the Air Force announced. Wing Cmdr. Lambert has been attached to the United States Air Force Pepperell base in Newfoundland since 1953.

Strato-Fortress For USAF

WASHINGTON—First outfit to be equipped with the all-jet Boeing strato-fortress, intended ultimately to replace the present fleet of piston and jet-engined B-36s, will be the 93rd Bomb Wing, stationed at Castle Air Force base, Merced, Calif. Air Force Secretary Harold E. Talbott's official announcement made no reference to recent reports in the capital that "bugs" had developed in the B-52. But the timing of the announcement seemed to serve as a reply to those reports. The plan is eventually to convert all 11 B-36 wings to B-52s.

New U.K. Ejector Seat

LONDON—A device perfected in recent tests here will make it possible for pilot to bail out of a plane and land safely by parachute—before the plane has left the ground. The device, a refinement of the ejector seat idea, blasts the man 30 feet into the air. A parachute opens automatically in time to break his fall. It was tested successfully with dummies fired from a jet fighter roaring down the runway at 120 miles an hour. The chute opened when the dummy was still 20 feet off the ground.

"AMERICAN BEAUTY"



LISA KIRK

"Hoots, mon!"

OTTAWA—Kilts have been authorized for all ranks of Highland, Scottish and Irish regiments of the Canadian Army (Militia). In the past, battledress was issued to militia soldiers, but now Highland, Scottish and Irish units will receive kilts instead of battledress trousers. Hose tops, leather purses and garter flashes also will be issued. The Army said the new kilts probably won't be available for at least a year.

"Attache Retires"

OTTAWA — Retirement from the RCAF of Group Capt. Frank A. Sampson, OBE, of Toronto, was announced by air force headquarters. He had been Canadian air attache in Paris since 1951.

"Miracle" Cloth Can Stop Bullets

OTTAWA—The same Central Ontario mill that produced the initial yardage of Inventor Jan Weiberger's new "wear-ever" cloth for the Defence Department, has also been working on a new and equally amazing textile, a lightweight, bullet-proof fabric. The bullet-proof cloth is being produced exclusively for the Defence Department, and tests are underway of long, neck-to-knee, bullet-proof shirts fabricated of it. Plans are to make the cloth available later, when sufficient yardage has been produced, to police departments.

Guided Missile Tests Planned In Alberta

OTTAWA—The RCAF's new station at Cold Lake, 150 miles northeast of Edmonton, will be used shortly for guided missile training. The RCAF unit for training student pilots to handle the all-weather twin-jet CF-100 presently stationed at North Bay, Ont., will be moved soon to Cold Lake station. Purpose of the move, it was said, is to allow student pilots to practice firing rockets and later air-to-air guided missiles over the big Cold Lake air weapons range. The present base at North Bay lacks the necessary open space for this type of weapon testing, but it will be retained by the Air Force for use by other RCAF units.

(Continued on next page)



Officers of the RCAF Staff College, Armour Heights, inspecting hydraulic assemblies in the Canadian Aviation Electronic Ltd.'s plant, Montreal.

RCAF Gets Data On P.A. Airfield

PRINCE ALBERT—The possibility of establishment of a Royal Canadian Air Force training school at the municipal airport was aired at Monday's meeting of City Council. The airport was a fully accredited air crew training school during the Second World War. Maurice Pardoe, city engineer, told council he had spent several days compiling a special airport facilities report for the RCAF. Even if this was not used immediately by the Air Force, the available information would be of considerable value to any firms which intended to use the airfield.

RCAF'S Robot Navigator

TORONTO—A robot navigator—production details of which are still secret—will be used in future RCAF jet planes to inform the pilot constantly of the plane's position in reference to its base. Designed by an RCAF officer and built by Canadian engineers, after three years of study and work, the device is the only known one of its kind in the world. Because it is entirely independent of outside ground aids (radio and radar) the complex instrument is particularly well suited to vast territories such as Canada's northland where radio aids are scarce.

New Color Chute

OTTAWA—The RCAF is studying possible use of a two-color parachute to make it easier to find lost airmen. The best colors are considered orange and white. There are some objections to use of two-color 'chutes. Colored panels in the canopy, for instance, might actually act as camouflage. White and orange are regarded as providing the best contrast against the ground. Yellow is regarded as best contrast against water and therefore RCAF life jackets and dinghies are always yellow in color.

Britain to Expand Bomber Strength

LONDON—The growing emphasis on long-range atomic air power, contrasting with recent cuts in the Army and Royal Navy budgets, was disclosed by Viscount De L'Isle and Dudley, Air Secretary. He said that strategic airfields were being extended and improved in the British Isles, Cyprus, Jordan and Malaya. In "due course," he added, there will be a "regular movement" of the atom-carrying "V" bombers to both the Middle East and Far East. The minister published a review of Britain's reviving air might as a public guide to the air estimates for the year beginning April 1.



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Two New Aids to Navigation

OTTAWA—The invention and development in Canada of 2 automatic aids to air navigation has been announced by air force headquarters. One is called the A Theta computer, adopted by the RCAF for use in high-speed aircraft. Invented by Wing Cmdr. Jerauld G. Wright, of Liverpool, N.S., it tells the pilot the direction to steer and distance to go to any position he sets into the device. A later navigational aid, the position and homing indicator, has been developed under contract from the RCAF by Computing Devices of Canada Ltd., Ottawa.

Foreign Subs Off Coast

WASHINGTON — A high-ranking Navy officer said today there is good reason to believe Russian submarines make occasional surveys of United States coastal areas. He based his estimate on a steady stream of reported sightings received by the Navy from military and commercial aircraft, merchant ships, and from shore observers. The officer, who may not be identified, said reported sightings average 2 a week and have shown no recent change.

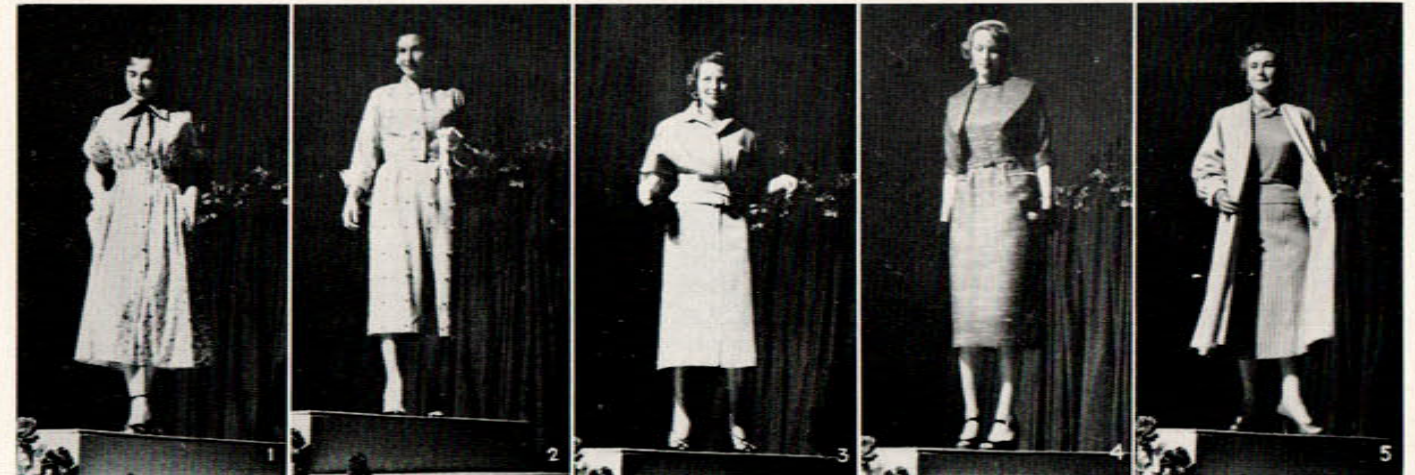
FIRST ELECTRIC UTILITY

Canada's first public electric utility was born in Pembroke, Ont., in 1884.

— STATION FASHION SHOW —

The pictures show some of the fashions modelled by officers' wives at their fashion show in the old officers' mess. The clothes were provided by Clifford's Ladies' Wear, of Winnipeg, where any of the dresses pictured, and many others exhibited at the show, may be purchased.

(Photos by Frederickson)



1. Virginia Forgie is wearing a washable everglaze duster, with smart oversize pockets, black bow tie and large cuffs. (\$8.95)

2. Clair Miller models a light grey and pink checked wool costume tufted in black and white. Note the new sleeve interest. There is a complete dress under the jacket. (By Paradise—\$39.95)

3. This charming blue suit, a California casual, is worn by Betty Munroe. It is a lightweight summer material—pick-and-pick—with the new straight skirt and bottle dress, or Eisenhower jacket.

4. A charcoal with pink rayon tweed ensemble is modelled by Gwen Grant. It's smartness lies in its plain lines, relieved by dressy pockets and neckline, and the bolero with three-quarter sleeve makes it a dress for any occasion. (\$29.95)

5. Gerry Mitchell shows off a powder blue cashmere with semi-raglan sleeve, slash pocket, tuxedo front and tie cuffs that turn back. It's by Wilson of California, and has a milium lining. (\$55.00)

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Maurice Hardman

Asks . . .

"WHAT ARE THE ODDS?"

All of us like to feel that we are lucky and to take a chance on beating the odds. We know that the cards are stacked against us and that the probability of winning is remote, but we also know that someone must win, and we cannot see any reason why that person should not be ourselves. We lose time after time, but hope springs eternal and there is always the next time to look forward to.

This perpetual desire and hope of beating the odds has given rise to an enormous number of games of chance, from the aristocratic roulette at Monte Carlo to the humble office sweepstake. These games have been with us since the beginning of civilization and probably before that. No doubt if some time-machine could transport us back to the pre-historic cave dwellers, relaxing after a strenuous day of hunting and fighting, we would find them happily throwing bone dice on the cave floor!

A desire as strong and deep as this is difficult to argue with, but it is the hope in this article to give some indication of just how heavily the odds are stacked against us, and to show how these odds can sometimes be calculated.

The first principle to be borne in mind is simple, and, if it were not for the overwhelming desire to disregard it because it so uncomfortably refuses to jibe with our hopes, everybody would easily appreciate it. It is to the effect that we must count up all the possibilities that could happen, remember that only one of them could give us a win, and that this one is no more likely than any of the rest. For example, you draw a card from a full deck and need, let's say, the ten of spades. You have precisely one chance in 52 of drawing it, or, as the mathematicians express it, the probability of you drawing the required card is 1/52. There is an equal likelihood of 52 different things happening, but you only win if a particular one of these 52 materializes. Simple, is it not? Applying it though shows some surprising results. Suppose you buy a ticket on a lottery on a car worth \$3,000, and the tickets are 50 cents each. They must sell at least 6,000 tickets and your probability of winning is 1/6000! True somebody must win, but it could just as well be any of the other 5,999 buyers as you.

That then is the first thing to do when trying your luck. Calculate in this way just how lucky you would have to be! The second principle to be borne in mind is equally simple but is much more easily lost sight of, again because of the confusion due to wishful thinking. This principle applies when you have to win not just one event but a series of them, like winning a toss three times in succession. It is to the effect that what has happened before makes not the slightest difference to what will happen at the next try. This is as true as it is hard to believe. Imagine you have just thrown "heads" five times in succession. Your chance of getting "heads" at the sixth toss is still just as great as it was on the first toss, namely, 1 in 2; just how much you expect from Lady Luck, so that next time someone asks you to buy a lottery ticket you will refuse. Perhaps!

long run of bad luck. You might attend "bingo" for a whole winter and be consistently unsuccessful. Next winter, you feel your luck must change. Not so, the events of this winter will make no difference at all to next winter. Your luck will never change, the odds against you are always the same again however bad your luck has been. Let's consider just one more point before leaving this second principle. Suppose you wish to calculate the probability of being successful in your jousts with fate several times in succession. Suppose, for example, you wish to calculate your chance of throwing six at dice twice in succession. On the first occasion any one of the six numbers might be thrown, but you want a particular one, so the probability is 1/6. The second throw is entirely influenced by the first one, so the probability on the second one again is 1/6. The probability on both of these—i.e., two sixes in succession—is found by multiplying these two probabilities together, so it will be 1/6 x 1/6. Your chance then is 1/36, you will call correctly one time in thirty-six. If you throw the two dice together the calculation is exactly the same, the odds against you throwing the same number on each one is thirty-five to one against.

As a final example, let's calculate the odds on drawing two particular aces in succession, each from a full pack of cards. There are 52 cards in the pack and you want a certain one, so in your first draw the probability is 1/52. Your second draw will have exactly the same probability, 1/52. So the probability of two aces in succession will be 1/52x1/52, which is 1/2804. You will be successful once in 2804 draws! Of course we were concerned here with drawing a particular ace; it would be different if any ace could be drawn, and the probability of success much greater. You might try to work out for yourself what it would be, it can be easily worked out on the same lines as above.

Perhaps after studying these two principles and working out a few cases you will realize just how much you expect from Lady Luck, so that next time someone asks you to buy a lottery ticket you will refuse. Perhaps!



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LETTER TO THE EDITOR

The Editor.

Dear Sir:

As a matter of interest, could you please let me know where you acquired the poem entitled "Batiste at AOS," published in your February 18, 1955, edition of VOXAIR on Page 14.

To put you in the picture more clearly on this request, may I point out that this poem was written by my brother, ex R90570 FS G. G. Belec, who was killed overseas 4 Nov., '42.

Further, as a matter of interest to personnel at Stn. Winnipeg in particular, and the RCAF in general, at my parents' home in Timmins, Ont., we have a scrapbook containing this poem and several others which my brother wrote on his last leave at home covering different phases of his air crew training, e.g., "Batiste at Manning Depot," "Batiste Dans L'Airforce," "Batiste at ITS," and "Batiste at B & G." The AOS Winnipeg covered his period at AOS Winnipeg.

As you may well realize, these poems are very prized possessions of our family, and seeing one published is a surprise, and therefore I have been wondering where it was obtained. My family have never published any of these poems nor have we given copies to other people.

Looking forward to your reply, I remain,

Yours sincerely,
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Hey, man! Pull up a chair and give a listen. I want to tell you about some real friendly jazz you can't even begin to hate. I want to feed you some info on music that's just the most as far as listenability and charm. Now, don't flip your wig just because we're calling it jazz, 'cause you've been hearing this stuff for years. But with your thinking cleared of all those preconceived prejudices, we're going to have a ball.

YOU don't have to get harried by all those extremes of dress and talk and attitude—all we gone guys talk like this. We're going to tell you how to really enjoy yourself—you're going to find out how to dig down deep in this stuff. Did you know that jazz could be pretty and humorous as well as rhythmic? And has an inventiveness not to be found anywhere else in this round or square world?

Maybe you're the unhippest, but do you know why you should like this stuff? It's melodic, man; it's got a heart, it moves. This is the stuff you're going to go for from the first drop of the needle. Don't go thinking this is a formula to make you a real cat instantaneous-like, but just by digging into the notes being blown around here, it's a pretty safe bet that you'll lose most of that reserve. Who knows, you might even grow a goatee and wear a beret! So go, man; take off those ear muffs and start livin'.

FROM here it's pretty impossible to tell how many of you were around in the early thirties, but about that time there were three guys in operation who had everybody spilling over into left field: Benny Goodman, Tommy Dorsey, and Artie Shaw. Believe me, the riffs and chords they blew in those days are just as happy now. To start off, Goodman's "Undecided"

brings us a fine example of the leader's liquid and facile clarinet style (you know he digs Mozart, too) together with an ensemble unit and drive that all the cats still talk about. In Shaw's "Chantez les Bas" (NATO for "Sing 'Em Low"), you can hear another subdued and equally moving performance, in which Artie's clarinet and Billy Butterfield's trumpet, against a section of strings, completely lose us in a misty mood.

Now man, you're not for real if you can't take the next piece—Tommy Dorsey's "Hallelujah." I don't want you beginner-cats to explode at the start, but in the midst of all this soft and pretty stuff they had to put in one rocker and this is it. Slam-bang from beginning to end. This'll show you how exciting 17 men can be huffing and puffing together, and in the background is that solid rock

Buddy Rich, whose stick and pedal work carry them all along on a surge of power (and remember, man, this was before atomic energy). And if you were around in those pulsing days you'd remember Duke Ellington and Count Basie, too. In fact, if you're inhaling and exhaling currently you'll know them, for they are still fronting bands that many fans claim are the greatest of their careers. The Duke's "Esquire Swank" is notable not only for the rugged unison play-



... Dorsey's "Hallelujah" ...

ing of the band, but also for the warm and lyric alto sax of Johnny Hodges who, in case you haven't yet reached this lesson, is by any standards one of the jumpin'est reed men in the game. Basie's "Normandie," featuring trumpeter Clark Terry, is another one of those things that the Count has done, and continuing to do, in such profusion—demonstrating anew the swinging, rhythmic qualities of the superb aggregations he has always led.



"FATS"

IF you like laughs, get with this jazz, it can be fun. Two guys, named "Fats" Waller and "Wingy" Manone, are just about the most in this line. "Fats" has long since gone to his heavenly reward, but the discs he left are many—of which the organ rendition of his own "Ain't Misbehavin'" is one of the flippiest. And, don't forget, friends, that this is a jazz classic, but Fats' "let-the-chips-fall-where-they-may" philosophy, and his great tradition as an entertainer, really boost it over the hump. Fats was one of the greatest of them all.

And "Wingy!" What a character he is. He lost a flipper somewhere along the way, but that hasn't bothered him. He only needs one to hold that horn. And wait 'til you hear him sing! It's a cinch he has no vocal impediment—just no voice—and the humorous treatment he gives "Casey Jones" is a knockout, but still in the realist tradition of jazz. Buster Bailey,

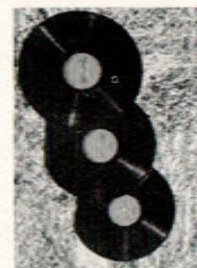
Chu Berry and Cozy Cole are sitting in with him.

Now, you can't get your diploma until you dig Lionel Hampton. You know, this guy's got six hands—he plays vibes, drums and piano—and he's another one who always surrounded himself with the best talent available. You've got to hear his "Ain'tcha Comin' Home?". Then we have that tightly knit group that John Kirby headed for so long. John made a lot of music like "St. Louis Blues," going down deep on that bass and making things solid.

Now we've just got to have a couple of real blockbusters for the end. Bunny Berigan's trumpet was one—a golden horn, large-toned, tasteful—that made him a second Bix Beiderbickie, and in "Caravan," Bunny sets a mood that just crawls all over you. Then there's Charlie Barnet and his herky-jerky sax, and the band with which he pounded out a host of music not too long ago. His "Comanche War Dance" is pretty wild (this, incidentally, is a continuation of what some of you may remember he did in "Cherokee"), but this is stuff you're going to latch on to. It's straight, strong and melodic and, man, what more can you ask? Well, you could ask for something by a new orchestra, and to remedy this I offer the Sauter-Finnegan rendition of "S'Wonderful," a combination of colours that makes a rainbow look

sick, a real beautiful hunk of music that'll send you off your verandah.

Now, you cats, if you're still with me, and if I've got through to you, you can hear this music on the recently released RCA Victor LJM-1008, a 12-inch long play record titled "Jazz for People Who Hate Jazz." This collector's item is available at one of our advertisers—Deer Lodge Radio-TV—at Victor's new low prices.



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A few of the organizers of the operation pose for pictures at Lowry Air Force base. Left to right: S/L J. Hudson, R.C.A.F.; Col. Gibson, U.S.A.F.; Maj. Frederickson, U.S.A.F.; and G/C Rutton, R.C.A.F.

AT 0900 hours on the 21st March, Dakota 568 and Expeditor 1598 took off from Winnipeg for Denver, Colorado. We were to be guests of the 44th Air Rescue Squadron of the USAF. S/L Jack Hudson, of Winnipeg, was in charge of the Canadian units. On board 568 were personnel from Operations, 111 C & R Flight, Para Rescue, Servicing, Telecom, Ground Search and 14 (T) Grp.

We were greeted on arrival at Lowry Air Force Base, Colorado, by Col. W. L. Gibson, commander of the 44th ARS. After signing in we were shown to quarters. Personnel from Vancouver and Edmonton had already arrived at Lowry.

Tuesday morning Col. Gibson officially welcomed the Canadian units, and we were given a run-down on the American Search and Rescue Organization by officers of the 44th Air Rescue Squadron. After the introductory talks, the senior officers of the various units remained to plan the week's operations. Other personnel split up into groups and inspected different parts of the American Rescue establishment.

The met forecasts for that day and the following day were not promising. If the simulated search and jump programme could not be held, an alternative ground rescue expedition was to take place.

OPERATION "PIKES PEAK"

On Wednesday morning it was snowing, and ceilings and visibility were down. However, before the ground parties could be despatched the weather cleared, and at 1300 hours briefing was held for an afternoon jump exercise at Buckley Naval Air Station, about 8 miles east of Lowry. S/L Hudson, F/L Dickson and other personnel who were not flying were transported to the jump site, and five separate teams were airlifted and dropped. Photographers, television cameramen and pressmen were on hand to photograph the jumpers, especially the three Canadian jump nurses, as they landed at Buckley. A total of twenty live jumps were made, and each team was marked on its distance from the target. First aid tests were marked by a Canadian and USAF medical officer. Each jumpmaster also made two supply drops. The totals were tabulated and Winnipeg was fortunate enough to come second in the overall standings. The 43rd

ARS from McCord Air Force Base, Washington, took first place.

Thursday morning, at 0730 briefing, strong winds were forecast within two hours. Aircrews hustled off into the air to get in a bush jump before the winds increased. Dakota 568 dropped two drift chutes into the bush area, but the winds had already increased to at least 30 mph and all five jumpers in the area decided it was too risky and the bush jump was cancelled.

That afternoon a ground search party, under F/L Ron Dixon of 111 C & R Flight and M/Sgt. Cecil Gray of 44 ARS Lowry was driven to Mount Evans, about 40 miles southwest, at an altitude of 9,700 feet. F/L Dickson had a party of 12, including the three Nursing Sisters—Marion MacDonald of Winnipeg, Marjorie Ferra of Edmonton, and Marion Neilly of Whitehorse. M/Sgt. Gray with a party of ten set up camp in one location and F/L Dickson's party set up camp in another spot. The following morning (Friday) an inspection was to be carried out of each camp, and evaluation made. A typical mountain blizzard developed that evening, when approximately 12 inches of snow fell, clogging the roads, and the inspection team was unable to get through to the camp sites.

The two ground search parties, slightly damp, returned to Lowry

at noon on Friday. Debriefing was held at 1500 hours, and following are a few decisions reached from the overall exercise:

1. The USAF were favourably impressed with the smoke flares used by the RCAF on spotter chutes.
2. It was unanimously decided that red and white striped chutes used by the USAF were superior to the RCAF white chutes, as they can be easily spotted at all times. (This was proven in the rescue of Captain Thomas L. Pittman at The Pas in February. Without this red striped chute he might never have been found.)
3. The USAF were very impressed with the versatility of the Otter.
4. It was agreed that the blister of the C47 was a definite advantage in Air Rescue work.
5. The 44th ARS portable radio equipment was deemed very good and easily handled.
6. The most important achievement of the whole exercise was the personal understanding reached between the members of both services.

Operation "Pikes Peak" was a complete success, and it was decided that future exercises should be held, possibly this September, and most likely in Edmonton.

AUTOMOBILES

By PETER McCLOUGHLIN

THE NEW ENGINES

Of the 1955 engines the V-8 has swept the field, leaving the poor old "six" gasping for breath in the back field. The new V-8 types this year are the Plymouth—used also in different variations in the Dodge, DeSoto, and Chrysler—the Chevrolet, Pontiac and the new Packard, which is now used by Nash and Hudson.

Big feature of the Chrysler engine is a vertical exhaust valve, which gets rid of the one of the rocker shafts, saving weight on the cylinder head. The new Chev V-8 makes its claim to fame in the weird and wonderful engineering used to reduce production costs. Features include one-piece stamped rocker arms on ball-joint pivots, supported on studs in the head; no separate valve guides; intake manifold also serves the cam chamber cover and water outlet collector; push-rods of inexpensive tubing with crimped ends; all oil passages in the engine drilled, and no external piping, etc. Costs are top secret, but they are obviously much lower than rivals.

The new stamped ball-joint rockers are top news in the States these days, for not only do they produce great savings—they punch out like popcorn. Without the same limitations of rocker shafts the designer has greater freedom for valve placement—an important aspect of future design. If there are no service problems it is likely the whole industry will switch over in a couple of years.

Pontiac's engine is similar to its brother, but introduces a gusher-type water system for cooling of the valves. Here water is jetted by distribution tubes around the valves, entering by the head and going out by the block. This is the reverse of the normal system.

Finally, the Packard V-8 is a great disappointment for those who expected great things from this engine. It looks as though it will be obsolete in three years, as all it consists of is a collection of well-tried, conventional ideas from rival V-8's. There are, however, two redeeming features: Valves and ports are large, and the engine has a large capacity—5.8 litres. The block also seems to have been designed with an eye on bore increases. The engine weighs a mere 650 lbs., proving that a large engine doesn't have to be heavy.

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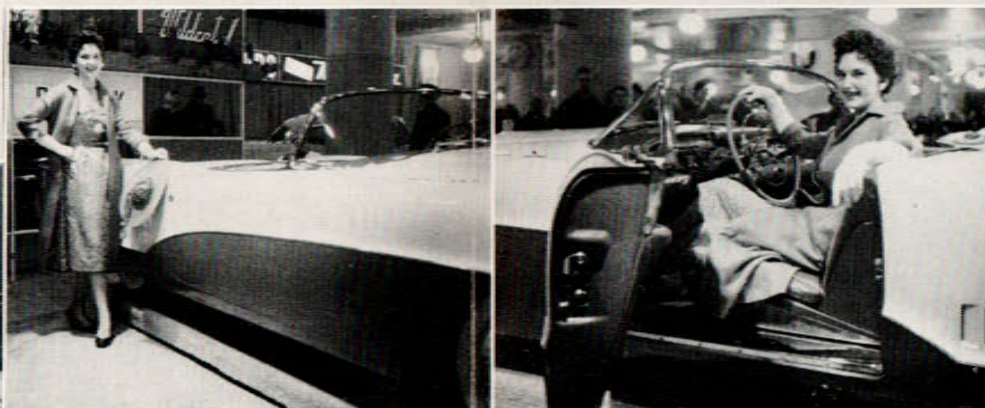
Para-drop at Denver.



GM

GENERAL
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Motorama



by **BUICK**

Corvair & Nomad

(Left)

Two varieties of the well-known Chevrolet Corvette, both of which are expected to be in production soon.

The Corvair, the hard-top version, was presented in light green garb at the show, whilst the Nomad (station wagon edition), as shown off by Gloria Bubb, was dressed in two-tone grey and blue. Gloria appeared in a white leather jacket and matching beret, a black cashmere sweater, and red suede skirt.

Buick Wildcat 1

(Above)

In cream and green, was accompanied by Anita Horvak, in a pure silk chanting ensemble, with a matte jersey coat, picture hat, and long white gloves. The Wildcat was the widest and lowest car in the show, and the familiar Buick port-holes have been moved to the top of the fenders.

Cadillac El Camino

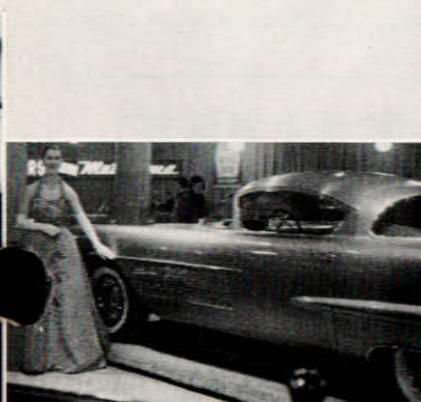
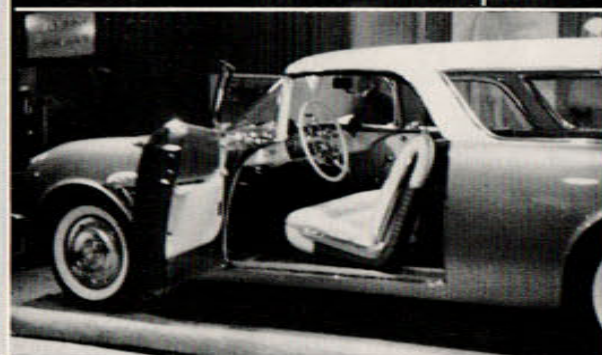
(Below)

Lydia Hawthorne's imported gown of flame red, by Arthur Banks of London, is in harmony with the grey and brushed aluminum elegance of this work of art. The twin headlights on this model are to be featured in Cadillac's El Camino "Brougham," which it is hoped will rival the Rolls Royce in the United States.

Oldsmobile Cutlass

(Right)

A promising and original design incorporating many practical features such as the swivel seats, and the venetian-blind arrangement on the rear window. Pat Humeniuk's outfit of honey-beige tucked sheath dress and matching hat blended nicely with the burnished copper paint of the car.



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Back row, left to right: F/O D. H. Hooper, F/O E. S. Barr, Sgt. A. Groenberg.
 Centre row, left to right: F/O K. Graham, F/O G. E. Stewart, F/L Noel de Tilly.
 Front row, left to right: F/O T. A. Butler, F/O R. J. Gabriel (Class Director), F/O K. G. Walsh.
 Missing: F/O D. Y. Bamford.

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GRADUATING CLASS 5406 (AI)



Left to right: 1st Lt. Baay, F/O D'Andrea, F/C Weyell .
 Kneeling, left to right: F/C Ness, F/C Bouius, F/C Visser.

YOU'VE MET 'EM

F/C PETE VAN DER WERF, conspicuous by his absence from all sports periods and the like, offers the following in his defence: "Whoever heard of fit aircrew? It is ridiculous!"

Lt. HANS BAAY, the aircraft recee genius, is believed to harbour a secret desire to change the local system of identification and naming of aeroplanes. Overheard in a heated moment: "I don't care what you Canadians call it, to me it is the flying beer barrel."

F/C BEN VISSER cannot understand why, on getting a contact at 40 degrees port, he lost the target by turning starboard. Says Ben: "Naturally I assumed we were flying upside down at the time. You can't trust these AI pilots a bit."

F/C "LIMEY" WEYELL is frequently being told by AI pilots to talk in intelligible English. The fact of the matter is, he **does!**

F/C HARRY BOUIUS emphatically denies running a beam interception on a grain elevator. He's quite right—it was Carman Radio Tower!

F/C WILLIE NESS wishes it publicly known that on the afternoon of March 23rd he was **not** the person to be seen flying around in ever-decreasing circles and finally disappearing over the American border.

F/O "DAD" D'ANDREA is frequently heard complaining that he has lost his head. Should anyone find same, please return to owner as soon as possible, as he is getting tired of carrying his hat around in his hip pocket.

A SORDID BALLAD ON 5406 (AI)

Don't look at us that way, stranger,
 We ain't at all "half lit,"
 It's just this doggone scope work
 That gets yer, bit by bit.

The boss of this here outfit,
 "Dad" D'Andrea by name,
 Is a driving force of ten thousand horse,
 But we like him just the same.

First "Scope Dope," Ben Visser,
 Is a crafty sort of lad,
 All day he'll yell, "Aw, what the hell—
 Air instructors, they're all mad."

Then Peter Van Der Werf
 Steps forward into line,
 Of check ride fame, he cries again,
 "Next go I pass first time."

Hans Baay, our 1st Lieutenant,
 Is next upon the list;
 Where'er he'll be, he'll always see
 No target; just Scotch mist."

When P.E.I.'s young Willie Ness
 Gets riding through the blue,
 The universal shout, "Please let me
 out,"
 Is heard from all the crew.

Harry Bouius is a birdman bold,
 A happy sort of jerk,
 He cries, "No sweat, I'll get him yet—
 Just watch me go to work."

Last, Grandad Weyell, of ill repute,
 Comes groping into sight,
 "Ah, a head-on run, this should be
 fun"—
 Poor lad he's never right.

So listen, all you would-be navs,
 One word before the end,
 If you want to fly, don't go AI
 Or you'll end up round the bend.

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CINEMA

April 23 HAUNTING WE WILL GO and SERIAL (G) Laurel & Hardy	May 8 THE BLACK KNIGHT (G) Alan Ladd Patricia Medina	May 17 ROGUE COP (A) Robert Taylor Janet Leigh
April 24 BRIDGES OF TOKO RI (G) Grace Kelly William Holden	May 9 SIEGE OF RED RIVER (G) Van Johnson Joanne Dru	May 18 BELLE OF THE YUKON (A) Randolph Scott Dinah Shore
April 25 TOP SECRET (G) George Cole Oscar Homolka	May 10 BAMBOO PRISON (A) Robert Francis Diane Foster	May 19 MY BLUE HEAVEN (G) Dan Dailey Betty Grable
April 26 THE SHORES OF TRIPOLI (A) John Payne Maureen O'Hara	May 11 ROB ROY (G) Richard Todd Glynis Johns	May 20 DEVIL'S DOORWAY (G) Robert Taylor Louis Calhern
April 27 TARZAN AND THE SHE DEVILS (G) Lex Barker Joyce Kennedy	May 12 DOCTOR IN THE HOUSE Dirk Bogarde Muriel Pavlov	MAY 21 ANNE OF GREEN GABLES plus Serial (Children's Matinee)
April 28 BEST YEARS OF OUR LIVES (G) Fredric March Myrna Loy	May 14 "SONG OF THE OPEN ROAD" plus Serial (Children's Matinee)	May 22 CLIMB THE HIGHEST MOUNTAIN (G) Susan Hayward William Lundigan
April 29 THE DEADLY GAME (A) Lloyd Bridges Simone Silva	May 15 CARNIVAL STORY (A) Steve Cochran Anne Baxter	MAY 23 YOU'RE IN THE NAVY NOW (G) Gary Cooper Jane Greer
April 30 SUZANNA OF THE MOUNTIES and SERIAL (G) Shirley Temple	May 16 THE FAR COUNTRY (G) James Stewart	May 24 BENGAL BRIGADE (G) Rock Hudson Arlene Dahl
May 1 TOBACCO ROAD (A) Gene Tierney Dana Andrews		
May 2 THREE HOURS TO KILL (A) Dana Andrews Donna Reed		
May 3 SAINT'S GIRL FRIDAY (A) THE SEA AROUND US (Double Bill)		
May 4 AMBUSH (G) Robert Taylor John Hodiak		
May 5 FROM HERE TO ETERNITY (A) Frank Sinatra Donna Reed		
May 6 FAST AND FURIOUS John Ireland Dorothy Malone		
May 7 "SHAGGY" plus Serial (Children's Matinee)		

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VOXAIR VIXEN

Pier Angeli is adding stellar sparkle to "The Silver Chalice," Warner Bros.' CinemaScope-Warner color filmization of Thomas B. Costain's best-selling novel.

(Photo by Bert Six)

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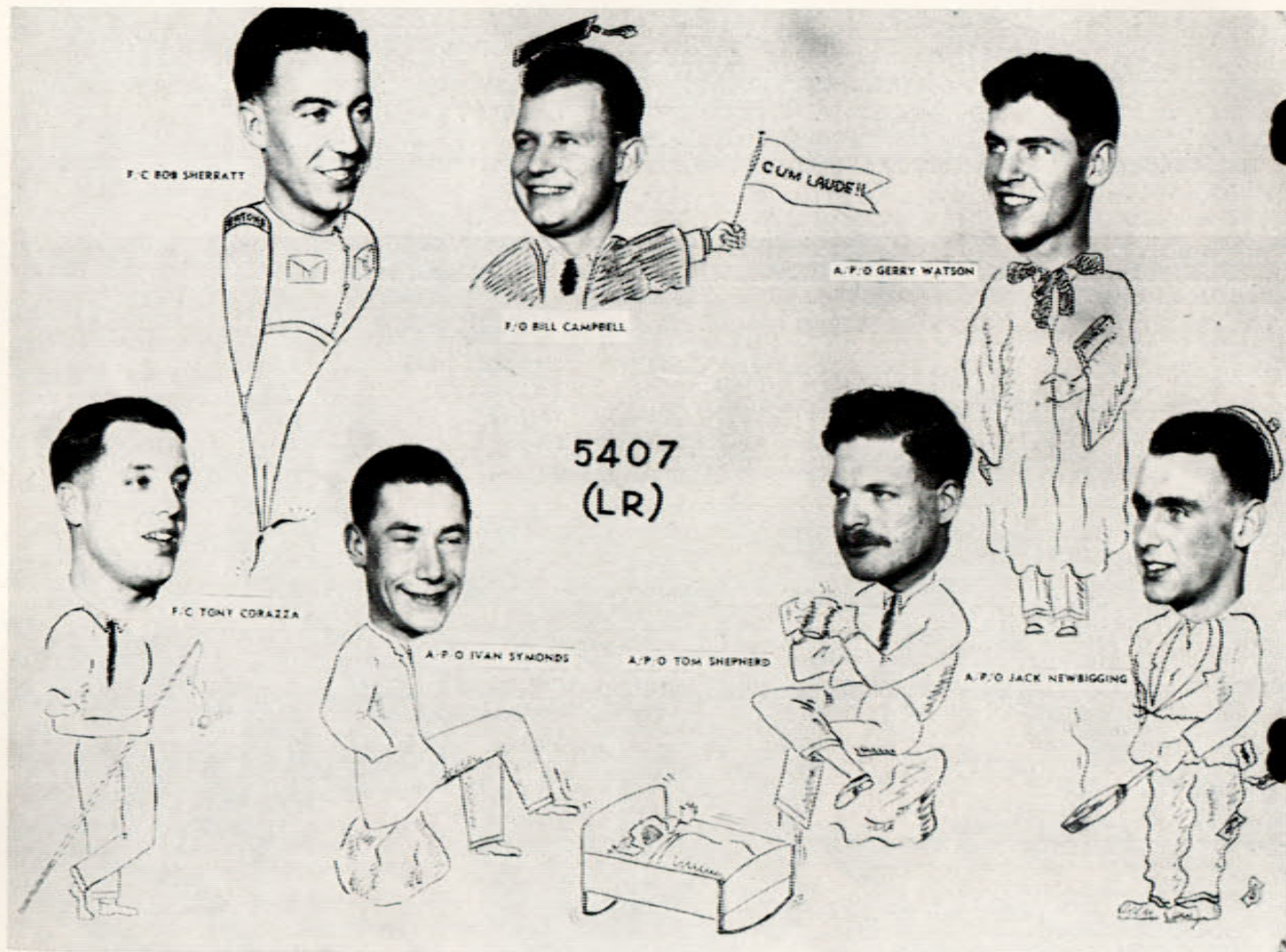


Voxair Vixen

Pier Angeli

Photo courtesy
Warner Bros.

GRADUATING CLASS 5407 (LR)



F/C Tony Corazza.
"Silence! Thou shag-eared villain!" (Macbeth.)

A/P/O Jack Newbigging.
"Thou art a very ragged wart!" (Henry IV.)

A/P/O Ross MacRae.
"Tomorrow shalt thou cook, vile Scot!" (Henry IV.)

A/P/O Tom Shepherd.
"Jove! This shepherd hath for grace a passion." (As You Like It.)

F/C Bob Sherratt.
"What profane wretch art thou?" (Othello.)

A/P/O Ivan Symonds.
"He fishes, drinks, and wastes the night in revel." (Anthony and Cleopatra.)

A/P/O Gerry Watson.
"To thee, a woman's services are due." (King Lear.)

F/O Bill Campbell.
"A lion among ladies is a terrible thing!" (Midsummer Night Dream.)

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Left to right: P/O Farmer, F/O Manning, F/O Morfitt. Kneeling: F/L Douglas.

GRADUATING CLASS 5407 (AI)

F/O Morfitt
Nickname: Dosnee Haynone.
Favorite Expression: "One of these days . . ."
Ambition: Recruiting in Toronto.
Appearance: A chap on his way to the beach, in a flying suit.
Probable Destination: Recruiting in Toronto.
Favorite Pastime: Meeting VIP's at Prestwick.

F/O Manning
Nickname: Jay Pea.
Favorite Expression: "Ahem . . ."
Ambition: None.
Appearance: As above.
Probable Destination: OC Sable Island.
Favorite Pastime: Keeping his shoes dirty.

P/O Farmer
Nickname: Red.
Favorite Expression: "Well, I know of a garage . . ."
Ambition: To go to the moon. (No kidding.)
Appearance: Moon Man.
Probable Destination: (Hope he makes it.)
Favorite pastime: Automobiles.

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WD's Report

By MICKIE MARTIN

It has occurred to me that reporting on the Airwomen is going to be somewhat difficult for a little while at least. There are so many girls coming and going that our barracks block seems as though it were for transients only. However, the little news I have on the "well-knowns" will be of some interest.

Congratulations are in order to Guy, and the traditional best wishes to Margie. Diamonds—diamonds—diamonds! This is the unit! What's more, Margie got Sa Gee from Sa Gee? Now what could that be?

What certain Airwoman wants to become a Ham Op? Another name for her is Fi-oh. The frequency!—Trenton.

Promotions, promotions, promotions! What happened, girls? Anyway, it was most enjoyable celebrating the good fortune of others.

The Airwomen are looking forward to the opening of their new lounge. On Friday and Saturday of each week the Airwomen will be entertaining in the opposite wing of their present mess. There will be music (records, of course), dancing, and even a piano. Tune in the grapevine for when. When this all comes to pass there will be no open-house at the barrack block.

We, the Airwomen, take this opportunity to bid farewell to the three-quarters of the Airwomen who will be leaving within the next few days. It's been nice knowing them and we hope they will remember Winnipeg with a "it was a good unit" memories. Especially Bonny—we really gave her a hard time. A corporal's life is hard—eh, Bonny?

PHOTO-NITE WINNER



AC1 FRASER MACPHERSON of Maintenance who was the happy winner of the \$45 pot at the "Cinema" 31st March. Fraser's picture will be framed and hung in the theatre lobby.

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FROM THE OBSERVATION POST

by 'Scoop and Droop'

We hear there is to be a boxing show in the Drill Hall in the near future. However, it is understood three of the better pugilistic hopefuls went down to defeat the other evening. Could it be those hamburgers from the Salisbury House, boys?

Spear fishing must be the coming fad, as witness one of our well-known Telecom personalities practicing on the bits of paper in front of the Admin one night last week. Even the Orderly Sergeant seemed interested!

It seems some people insist on getting fresh air no matter what time of the day. One of the 408 Squadron stalwarts, who is here on temporary duty, went out on the fire escape of his hotel the other morning to do just that, when his window slammed shut behind him. Needless to say, he spent a few anxious minutes before being rescued—in his stocking-ed feet!

Many complimentary remarks have been heard recently since the Airmen's Lounge obtained Dave Cory and his wonderful Hi-fi outfit for its Sunday night dances. Now, if someone would only donate an Air Conditioner . . .

From all reports it looks like the Receiver Site is going to lose its most eligible bachelor. Since Ed has fixed up the Morris Minor, it can be seen parked in one place only.

Telcom Section loses about fifty of its top operators and technicians this month, making this the best season for parties in a long, long while. We are truly sorry to see you go, gang, but try not to forget us. We would like to hear from you all from time to time.

John and Marsha, well-known Station Winnipeg comedians, make their seasonal debut May 8th at the St. James Legion. Be sure and make that date a MUST.



Top to bottom:
"Chug-a-lug" Fox showing the locals how it's done.
Fifteen-year-old Ukuknah, the mother of a two-year-old son.
Jim Houston of the Department of Eskimo Affairs takes his turn with the caribou skin.
An expert demonstrates the dance.

111 C & R FLIGHT

By F/O NORM McMILLAN

HAVE you ever attended an Eskimo dance? It is a very interesting experience. F/O Fox and myself, along with three of 111's ground crew, Sgt. Wilbur, Cpl. Roscoe and LAC Bayliss, were flown in to Ennadai, N.W.T., by S/L Nickel in Dakota 568 on skis, with a new engine for the Otter.

There are five men normally at Ennadai—3 radio men, a jack-of-all trades repairman, and a chef. While we were there, a sixth man, Jim Houston, of the Dept. of Eskimo Affairs, Ottawa, was paying a visit. Jim travels around the Arctic visiting different Eskimo communities and checking on their welfare. He speaks the Eskimo language fluently and is well liked wherever he goes. He is an artist, writer and a wonderful cartoonist.

On Saturdays, around noon hour, the Eskimos begin wandering in from their village about two miles away. They come with their dog teams and sleighs, and the women carry their papooses on their backs in what looks like an oversized hood to their parkas. The odd Eskimo even carries a large hunk of raw meat, like the Dogpatch Ham, in case he gets hungry before he returns home.

Saturday is ration day. Instead of cash as a baby bonus, the government gives the Eskimos tobacco, tea and flour. They sit around and talk and joke and spend the afternoon relaxing in the basement of the main DOT building.

The Eskimo dance is not like ours. Only the men dance, and each man does a solo. A skin drum about eighteen inches in diameter, with a handle and a drumstick, is the only musical instrument used, if you would call a single caribou skin drum a musical instrument. The women do not dance—they sit on one side of the room with the small children in their packs, whilst the bigger kids sit, or run, around like children everywhere.

The men sit across the room. One man stands up, walks over and picks up the drum and ponders for a moment on the dance he is going to do. When he decides, he starts a chant, as if he is saying, "We'll have the Missouri Waltz," or "The Eskimo Mambo!" The ladies sitting across from him get the idea and start to chant too. The chant seems to go on endlessly without change, but listening carefully to several chants you find there is a difference. As soon as the girls start to sing, the dancer starts his dance, which is a slow step in a clockwise direction. With every step he beats the drum as he moves about the room. Now and then he let's out a yell, which might mean that he is enjoying the dance, or it might be that he's telling his wife to sing on key! The dancer and the chanters stop at the same time. The dancer then places the drumstick and the drum in the middle of the floor and

(Continued on page 36)

Ennadai, Northwest Territories, showing the Dept. of Transport building, where the Eskimo hold their weekend gathering.



Today in SPORT

By CPL. HOWARD O'BYRNE



NEW SPORTS EDITOR



F/O Roy Griffiths.

STATION HOCKEY

The team was finally forced into retirement for the season. After a winter schedule of hard-fought games the RCAF worked themselves into the finals with the classy FOB Army team. The final game, a sudden-death affair, was played in the Amphitheatre on March 23rd. The boys in khaki emerged on the long end of a 4-3 score. The game was the type that could have gone either way, it was so even. Since three of the players

to finish, and among the best comments heard after the game was the one from the Amphitheatre management, "One of the most thrill-packed and exciting games played here this season."

The Army invited the RCAF team to the mess at the McGregor Armories where the members from each team toasted each other. In one of the few speeches that followed, the FOB team manager mentioned that the Navy as well

It is with great regret that this correspondent is putting the cover on the typewriter. As is bound to happen sooner or later in the service, the postings section catches up with every member, and this scribe is no exception. It is going to be hard to cheer for the Ottawa Roughriders after cheering for the Blue Bombers for so long. However, the gentleman taking over is well versed in the different sports, so good coverage of all sporting activities is assured.

were down with the 'flu coach Nickie Sargent had only two lines to work with. The boys gave all they hand and played well against the bigger Army team. It would be hard to pick out any one star for the evening, but special mention should be made of a great goalie, "Ron" Bickerton, who made many sensational saves throughout the game. It was a thriller from start

as the Army had won the cup seven times each. When RCAF coach Sargent got up to speak he made it plain that next year's team would do its best to put a stop to any plans that either Army or Navy had on continuing their winning streak. He spoke of the good-will and spirit that existed in this league during the season, not only among the players but among the fans as well. He was well pleased with the turnout of fans at the final game.

ACI Bowers

His hockey career commenced in Gander, Nfld., with St. Joseph's High School and Hurt Memorial Academy. In 1953 and 1954 played with the Gander "All Stars," who reached the Newfoundland Senior "B" finals. Joined the RCAF last summer, and this is his first taste of service hockey.

Cpl. "Chuck" MacDonald (Capt.)

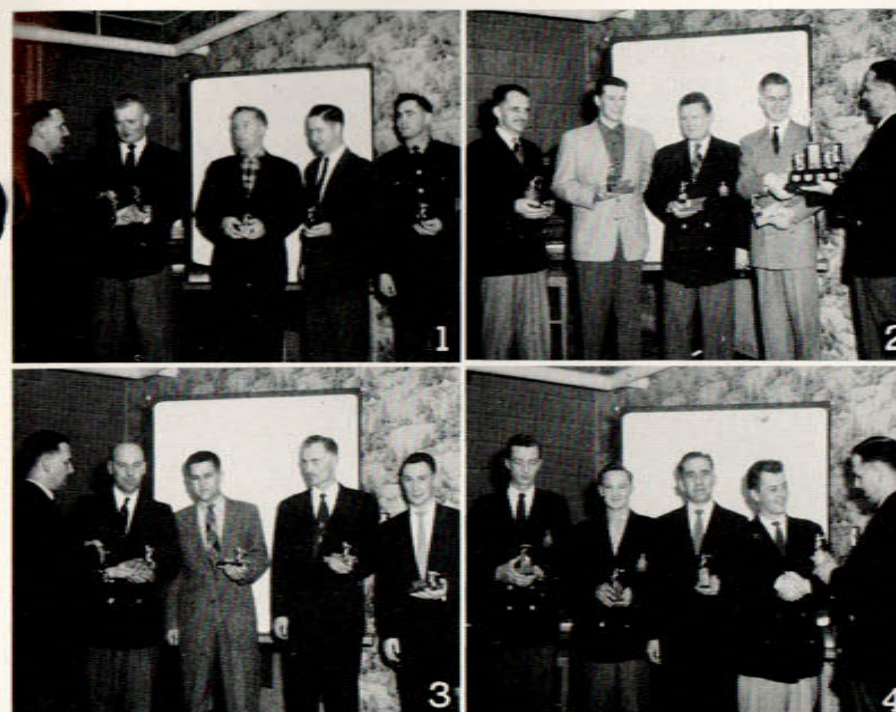
Learned to play hockey in Sydney, N.S. Played on several high school championship teams. Was a player in Sydney hockey in 1947-48 and 1948-49. Joined the RCAF in 1949, and has played with various RCAF teams since. Has done very well with the Station team this year.

With this issue we say goodbye yet another of our faithful servants. Howard O'Byrne, who received his transfer and his "third" simultaneously, has left for Ottawa.

To his successor, F/O Roy Griffiths, we say, "Welcome to the fold," and to Howard himself, "Thanks for a wonderful job, and the best of luck."



PRESENTATION OF CURLING TROPHIES



The first team in the second event receiving their trophies. L to r.: LAC J. Dyck (lead), LAC E. Goringe (second), LAC S. Bell (third), LAC D. Viklund (skip).

G/C Ingalls presenting to F/O Fred (Skip) Langen the Station Curling Trophy, with right to left: F/O D. Verhalst (third), F/O G. Moore (second), F/L P. Williams (lead).

The second team in the first event. L to r.: Sgt. H. O'Byrne (skip), LAC R. Bremner (third), Cpl. A. Timmer (second), LAC H. Green (lead).

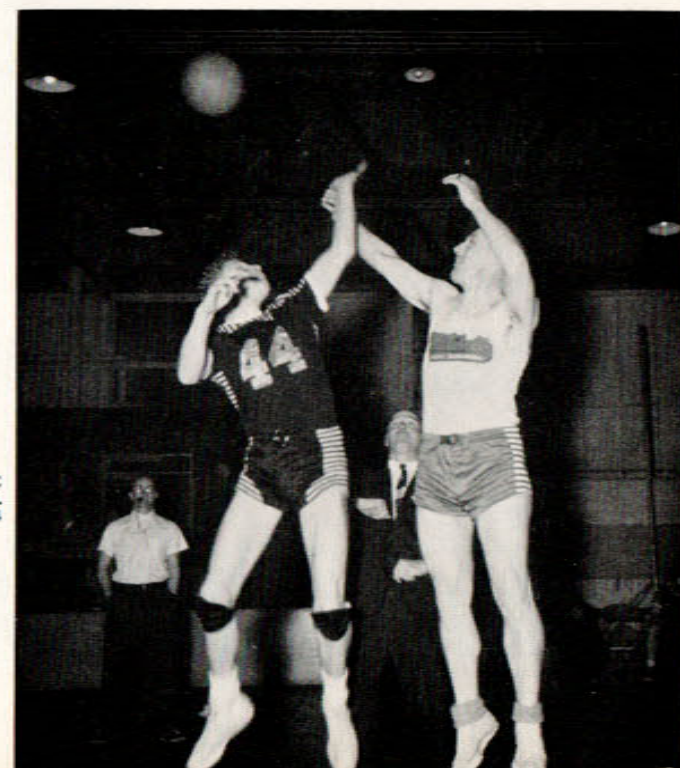
G/C Ingalls presenting trophies to the second team in the second event. L to r.: LAC K. Drummond (skip), Sgt. J. Cargo (third), Sgt. D. Masatte (second), LAC A. Garland (lead).

BASKETBALL

Winnipeg lost the 14 Group final in Saskatoon on March 20th by a score of 62-66. It was a close game all through as the score would indicate. The old standby F/C Jerry Urquhart was not able to be with the team for this game. G/C Evans, CO of Station Saskatoon, is pictured making the official tipoff for the game. High scorer for Winnipeg was F/O Bill Muse, with a total of 25 points, and Mr. Thomas was 44-point high scorer for Saskatoon. W/C McKay, Saskatoon's CADO, presented the 14 Group Recreation Association cup at a cocktail party in the WD's lounge.

A trophy is being donated by the USAF at Milner Ridge, Manitoba, for service teams in this province. A tournament is being held the weekend after Easter on the station, and entries will be accepted from the four RCAF Stations in Manitoba and four teams from Milner Ridge.

Official tip off with G/C Evans, CO of R.C.A.F. Saskatoon, in the 14 Group Basketball final.



STATION CURLING CLUB

The semi-finals and the finals of both events were held on 31st March. The main event was won by F/O Fred Langen, and the consolation event by LAC Denny Viklund.

The windup was held on the station on April 5th, when two movies of interest to all curlers were shown and refreshments served. G/C R. B. Ingalls, Commanding Officer, distributed the prizes to the top teams. The president gave a short resumé of the activities of the Past season, and called on Cpl. A. L. Hodgins to take over until the first meeting next fall. Al is no stranger on this unit for he was here in the late 1940's, and was a strong contender in the "main event" a few times. He was overseas for the last three years and got here in time for the play-offs. We will be hearing more from Al before long. The CO gave a brief address in which he said he saw a very good future for the station curlers. A committee was formed to look into the possibility of having a station rink.

The inter-service bonspiel was held on March 21st and 22nd. Three draws were played on the first day and the finals were held on the afternoon of the second day. Cpl. Denny Turner and his rink took the first event with Mr. Dyer's rink from DVA taking the top prize for the second event. There were four teams representing the Army, four (Continued on next page)



Winners of the Inter-service Curling Bonspiel—L. to r.: Cpl. D. Turner (Skip), F. L. A. Hay (third), LAC E. Miller (second),

teams from the RCAF, three teams each from the RCMP and Navy, and two teams from the DVA, for a total of 16 rinks—a perfect draw. Oddly enough the two teams to win top honours in each event played against each other in the first draw. A get-together was held after the last draw of the first day for all teams participating. Sandwiches and the usual refreshments were served, after which a vote of thanks was given to Sgt. J. Motz who did a wonderful job of organizing the 'spiel. Once more the trophy for top place in the inter-service bonspiel comes to the RCAF, and we hope it stays here. So ends another curling season.



STATION WINNIPEG BASKETBALL TEAM
Back row, left to right: (unidentified), F/O Muise, F/O Howard, WO Stockdale (coach), F/O Dandrea, F/C Smeeth, F/O Bryce. Front row, left to right: F/O Whillans, LAC Radcliffe, (unidentified), F/O Ferguson, F/O Young, F/O Schmidt.

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ODE TO A CURLER

Who's the stranger, mother dear?
Look, he knows us—ain't it queer!
Hush, my own, don't talk so wild;
He's your father, dearest child.
He's my father? Not at all,
Father died, away last fall,
Father didn't die you dub.
Father joined the curling club.
But they've closed the curling club so he
Has no place to go, you see—
There's no place for him to roam,
That is why he's coming home.
Kiss him, he won't bit you child,
All them curling guys look wild.

CRICKET

The cricket season is almost upon us, and a full fixture list is being arranged by the Winnipeg and District Cricket Association. In previous years the teams from the station have done very well, bringing home at least part of "the bacon" each season. Last year A/P/O Austin Field (see cut) won the Buckland-Large Trophy for the best bowling average in the league.



New blood is likely to be injected into the competition this year in the form of two new teams—one from RCAF Station Macdonald, and the other representing the Bristol Aeroplane Company from MacDonald Bros.

Matches are played each Saturday afternoon in the Assiniboine Park, play starting at 2.30 p.m.

More players are required if the station is to be able to field two teams again this year. We appeal to all people interested in playing to forward their names immediately to F/O Genno, VOXAIR.

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HELICOPTER CLEARS MINEFIELDS

A new technique for sweeping enemy minefields, made possible by the use of helicopters as "aerial tugs," was revealed recently by the U.S. Navy and Piasecki Helicopter Corporation, Morton, Penna.

The new development eliminates the danger from moored mines to the minesweeping vessels penetrating an enemy minefield, since the helicopter can sweep the initial path through the waters without endangering itself. This will enable the formation of minesweeping vessels following to sweep the remainder of the minefield with safety from moored mines.

In February, 1952, Piasecki Helicopter Corporation was awarded a contract by the U.S. Navy's Bureau of Aeronautics, Armament Division, to study the possibilities of towing existing minesweeping equipment through the water by an airborne helicopter.

Piasecki engineers designed and constructed the necessary equipment to test their theories, including a tow bar with hook attached to the helicopter for picking up and towing minesweeping equipment from the water. A series of tests, starting in November, 1952, were conducted in the Gulf of Mexico, using a Piasecki HRP-1 tandem helicopter. Successful, even beyond expectations, the HRP-1 swept a series of minefields at speeds comparable to those attained by our current minesweeping gear in sea conditions too rough for small surface craft. This was the first demonstration of this new Navy weapons system in mine warfare.

Tests with the HRP-1 and H-21 helicopters proved that the Piasecki tandem design is capable of towing several times its load lifting capacity. The enormous pull is attained by flying the helicopter in a nose-down attitude allowing the rotors to provide thrust or "tug" in the direction desired.

Controlling the helicopter while towing is easier than normal flying since the pull exerted on the minesweeping equipment through a cable imparts added stability to the aircraft simplifying the flying operation.

There are many other uses for this "aerial tug" concept. The ability to hook on to boats, vehicles, etc., without landing is a capability with unlimited uses for rescue, salvage and manoeuvring.

In tests, a 2½-ton Navy truck was intentionally mired to its axles in sand until completely incapable of movement under its own power. A cable was attached to the truck and the other end to the hovering Navy HRP-1. The truck was pulled free when the helicopter exerted tons of pull in combination with the spinning truck wheels. This towing assistance would be of great value in amphibious landing operations when trucks become mired in the surf, in swamps, snow, etc.

Floundering or disabled vessels, stranded on sand bars or rocks, could be towed to safety by the Coast Guard by this new method.

TECHNICAL NEWS

Edited by

F/L C. CHESHIRE

THE D.H. CHIPMUNK

The De Havilland Aircraft of Canada, Ltd., will again build the DHC1 Chipmunk.

Production of a substantial number of Chipmunks for the RCAF will start immediately, with first deliveries slated for July, 1955.

Chipmunks, the first of the De Havilland all Canadian designed and built aircraft (now three—DHC1 Chipmunk, DHC2 Beaver, DHC3 Otter) will be distributed through four Service Flying Training Schools to provide indoctrination flying prior to commencement of basic flying training on Harvard aircraft.



Chipmunk evaluation exercises have been going on for the past year at No. 1 SFTS, Centralia, Ontario, where a selected number of pilot courses received indoctrination flying on the Chipmunk. Comparison evaluation with those courses receiving "all through" training on Harvards proved Chipmunk indoctrination reduced wastage, i.e., pilots failed, etc., and increased economy.

Over 1,000 Chipmunks have been produced by D. H. Canada and D. H. England.

PERFORMANCE

Gross Weight	1930 lbs.
Max. speed (s.l.)	139 mph.
Cruise speed (s.l.)	124 mph.
Max. dive speed	200 mph.
Rate of Climb (s.l.)	900 f/m.
Service ceiling	17,200 ft.
Absolute ceiling	19,400 ft.
Take-off (s.l. zero wind)	450 ft.
Stall speed (flaps down)	50 mph.
Stall speed (flaps up)	55 mph.
Endurance (s.l.)	2.3 hrs.
Max. take-off power	145 bhp.

DIMENSIONS

Wing span	34 ft. 4 ins.
Length	25 ft. 5 ins.
Height	7 ft.

(Continued on next page)

Three Mark 100 Bristol Britannias are shown lined up on the tarmac at Filton Airport, Bristol, England, ready for take-off on flight trials. The first fifteen Mk. 100's will be used by British Overseas Airways Corporation on their African and Far Eastern services, and it is hoped that the later model, the Mark 300, will be operating to Canada in the not too distant future.
(Bristol Aeroplane Company Photo)



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ODE ON THE SPRING

Lo! where the rosy-bosomed Hours,
Fair Venus' train, appear,
Disclose the long-expecting flowers
And wake the purple year!
The Attic warbler pours her throat
Responsive to the cuckoo's note,

The untaught harmony of Spring;
While whispering pleasure as they
fly,
Cool zephyrs through the clear blue
sky
Their gathered fragrance fling.
—THOMAS GRAY
(1716-1771)



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EDITORIAL

(Continued from page 2)

What do you do when you're on release, on stand-by, when you're at home? How many hours a night do you look at TV? How many hours do you listen to hockey games? How many hours do you spend with friends at home or at the bar?

Of course, you're going to tell me, "I have a social life to live!" Fine, but you cannot have your cake and eat it too. It's a matter of values. For a period of nine to twelve months, you have to decide what is most important: your own every day pleasures or your career. You deal the cards. It's hard to deprive oneself of little things, here and there, in order to find hours of study time, but it pays off eventually.

This brings me to the secondary purpose of these examinations. The policy makers use them as a test to separate the goats from the sheep, to find out which officers have guts to make a real effort to cross this hurdle. You won't always be flying or running a maintenance squadron. One day if you have shown stamina and perseverance as a junior officer, if you have what it takes in your own trade, and if you get the "breaks," you'll be selected and you'll become a "wheel."

This is my cue to roll off. So long, fellows; better luck next year!

P.S.—If you're one of those "last mile beavers" and you happen to pass your exams, statistics prove that you're in a very small minority. You're just lucky, or perhaps as a child you unconsciously worked out a system based on "eeny meeny miny mo."

111 C & R FLIGHT

(Continued from page 27)

sits down. Soon the next man gets up, decides on his dance step, sings the title to the ladies, and away they go. This goes on until they run out of braves.

F/O Fox had been taking flash photos during the dances and had naturally drawn some attention. So, when there were no more men to dance, the women pointed to him. I have never known Fox to refuse a lady and, with the coolness of a dancer fresh from Arthur Murray's "School of Eskimo Dance," he picked up the drum, gave out with a few groans, and, with the Eskimo women chanting in the background, put on a real display of "When in the Arctic Do as the Eskimos Do." As a matter of fact, he got the first applause that had been heard all night. Needless to say, yours truly was the next brave to be chosen.

The Eskimo is a very happy person. He is always smiling, even though practically everything he owns, parka, pants and mukluks, are on his back. When you think of how hard done by you are, stop for a moment and think of this native Canadian who has nothing, but who can nevertheless smile and enjoy life in the harshest, coldest life on this continent of ours.

PLANE FACTS

(See Back Cover.)

LOCKHEED RC-121

A recent release of an unusual view of Lockheed's "early warning" radar aircraft shows the immense size of the radome bulge containing the aircraft's radar search aerials. Used on patrol to extend the radar defence network further out from U.S. shores, the RC-121 can carry a crew of up to 31 men and has an endurance of some 36 hours.



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