

PLANE FACTS
(See Page 32)

Horizon



AN AIRFORCE
NEWSMAGAZINE

FEBRUARY 18, 1955

10c



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By RAFF and Anthony Armstrong

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• AN AIRFORCE NEWSMAGAZINE •

Honorary Editor-in-Chief... W/C F. GAFFNEY
Editor F/O ROBERT GENNO

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PHOTOGRAPHY:

As credited.

VOXAIR is published every third Friday with the kind permission of:

The Commanding Officer,
Royal Canadian Air Force Station, Winnipeg,
Stevenson Field, Winnipeg, Manitoba.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscription postpaid anywhere: 1 year, \$1.50; 2 years, \$2.75; 5 years, \$6.50.

The views expressed herein are not necessarily those of the RCAF or the staff of VOXAIR.

Authorized Second Class Matter P.O. Dept., Ottawa

QUALIFICATIONS OF AN ADJUTANT

(As seen by one who tried and failed)

Must be a man of vision and ambition, an after dinner speaker, a night owl, work all day and all night and appear fresh on morning parade. Learn to sleep on the floor and take meals on the fly whilst checking monthly returns, parade states, indents for ammunition, clothing, rations, and articles, airmen, for the use of . . .

A banker, a ranker, a soldier, a clerk. Must be able to entertain staff officers, ordinary officers, editors, photographers, recruits, veterans, and lead-swingers. Have a thorough knowledge of QR (Air), QR and ACI, AFAO, AFRO, DRO.

Must be a man's man, a lady's man, a model husband, a fatherly father, a good provider, a plutocrat, an autocrat, and a reformed conservative. A mathematician, a politician, and be able to convince obstructionists. Must be neat and tidy, have full dress, mess dress, undress, a morning suit, dress suit, dinner jacket, and mufti, and have medals, miniatures, and foreign decorations.

Must be in first class health, and have an IQ of 155, plus a

memory for names and faces, a knowledge of all ranks of the Army, Navy, and Air Forces of his own and other countries, must be an airman on parade and an inkpot in the office, be able to borrow, beg, wangle or scrounge typewriters, retain his staff, convert Buddhists into "other denominations," apply ancient modern history, and convert the field of finance into rainy day lectures.

Must have unlimited endurance, and a range of telephone numbers, an attractive home and wife, a blond daughter, a car, a radio, a television set, belong to the best clubs, and defray all expenses at home and abroad.

Must be an expert driver, a bridge player, poker hound, diplomat, financier, capitalist, philanthropist, an authority on palmistry, chemistry, psychology, hunting, fishing, dog breeding, cat feeding, horses, brunettes, machine guns, trench mortars, and redheads. A qualified linguist in English, French, European, and profanity, and be able to interpret for drill instructors.

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WASKATENA, Alberta, north of Edmonton, was Tony's birthplace and 14th September, 1929, his birthday. He grew up, and was educated there, and upon completion of high school in 1947 he received a scholarship to attend an Agricultural Course at Vermillion, Alberta. This he refused, for he could not see farming as his vocation, and instead enlisted in the RCAF in June, 1947.

The wisdoms of Basic Training were bestowed upon AC2 Chorney at Trenton, Ontario, after which he was posted to Rockcliffe for the Medical Assistant Course. Besides finding the medical aspect of the service a very interesting and absorbing one, Tony also found a young resident of Ottawa named Thelma, who later became Mrs. Chorney.

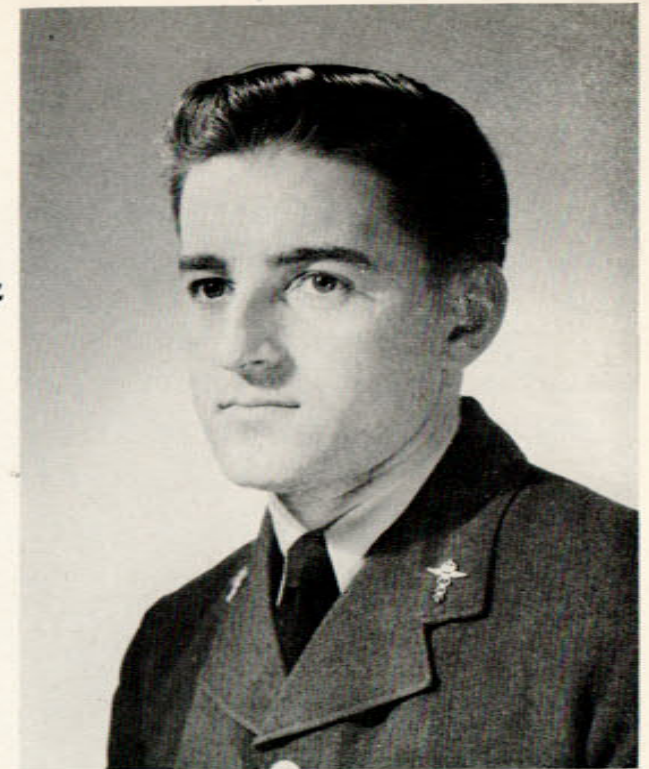
After graduation he was transferred to Whitehorse, Y.T., "for one year," but Tony feels that there must be a little difference in the calendar up that way because 36 months lapsed before a Calgary posting had his name on it. During his short stay in the Stampede City LAC Chorney worked with the Reserve Support Unit and with the Recruiting Unit.

In 1951, he was transferred to Simli, and it was there "my lucky break came." The RCAF decided to train airmen from his trade for Para-Rescue work. LAC Chorney was chosen for the 2nd course and in January, 1952, he was posted to Edmonton and Jasper, Alberta, for his training.

During the next six months Tony was more exhausted, more fasci-

Personality

CPL. "TONY"
CHORNEY



(L. A. Gratton)

nated and more scared than ever before in his young life. Small wonder, for long hikes with full pack, survival, mountain climbing, mountain descending with stretcher emergency medical procedure, and, of course, jumping into space, took no small amount of courage and pluck.

His first jump and landing he still doesn't remember! Nothing, however, deterred him and in June of 1952 he graduated as para-rescue medic. July 1952 "my posting LANDED me in SSQ, Winnipeg." Here he welcomed the chance

to work again with Nursing Sister MacDonald who he feels is responsible for the excellent training and knowledge he received on course. Tony, who prefers to jump from Dakotas, was attached to 111 C & R Flight as a member of the Para-Rescue Team, and in November 1952 made his first operational jump at Wabowden, Manitoba.

Also during his first year in Winnipeg, Cpl. Chorney made about seven flights to Tacoma, Washington on air evacuation trips to bring back wounded Canadian soldiers from Korea. He benefited from this type of flying for it enabled him to care for injuries and diseases he'd never seen before, and might not see again.

Cpl. Chorney, who likes to hunt, fish and indulge in a little hockey, is the proud father of a son, Wayne, and a daughter, Susan. He is NCO in charge of Medical Assistants at Winnipeg's Sick Quarters (Infirmary). His quiet, pleasant manner and efficiency are appreciated by all—in bush and in Hospital.

"My intentions are to make the RCAF my career and I am hoping that some day the Para-Rescue branch becomes a trade in which I'll be able to be employed full time," says Tony. We wish him luck, and hope that someday his ambition is realized.

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CURRENT

Edited by DR. L. A. GLINZ



SAFEGUARDS

IN THE

Rearming of Germany



DR. GLINZ

THE decisions of the London and Paris conferences of last autumn to restore German sovereignty, admit the German Federal Republic to NATO, and rearm Germany, were not lightly taken. France, Russia and the nations generally have good cause to fear an armed and sovereign Germany. Are the political and military safeguards against the recreation of a German military menace adequate?

AFFAIRS

Current Affairs Adviser — Joint Services

* The Honourable Lester Pearson (see cut) in a notable review of Canadian foreign policy in the House of Commons on January 20 presented a powerful case for the ratification of the London and Paris agreements on Germany. He also answered those who, in the light of Russian promises and threats, advocate delay in putting arms in the hands of Germans. The vague Russian promises of free elections and a unified Germany he dismissed as worthless—Russia has given ample proof that she shudders at the prospect of free elections and has no intention of permitting a free and unified Germany. As to threats, the USSR has already created a police army of 180,000 in East Germany and has integrated the large forces of the satellite countries with the 500,000 Soviet troops west of the Soviet frontiers. What more can she do to retaliate against the rearming of West Germany? Mr. Pearson observed that we should not become unduly worried by Soviet "kicks," any more than we should become unduly elated by Soviet "carrots." On the other hand, the inclusion of 500,000 Germans in the armies of the western community will help create a force that the Russians will respect. We can then talk about international problems from strength and unity.

The question remains, however, can the western nations control the German army they are going to set up? Will not such action create a new menace, drag the nations into a war for the reunification of Germany, or lead some day to a deal between Germany and the USSR? Mr. Pearson outlined the measures which were devised last autumn for limiting and controlling German military strength. A review of these should reassure us as to the wisdom of the course we are venturing upon.

Maximum Forces

The maximum forces that are to be permitted Germany under the Western European Union are 500,000 men in twelve divisions with 1,350 aircraft.

Integration into NATO Forces

All German forces are to be brought under the Supreme Allied Commander in Europe and are to be integrated into NATO forces. There will be no separate German national army apart from NATO. Nor has Germany the right to deploy her own forces. That can only be done by SACEUR. Furthermore, the logistic support for these forces, including fuel pipe lines, transport, communication, air fields and other essentials, is under NATO. This provision makes it incomparably more difficult for any NATO country to operate its forces separately.

Forbidden Weapons

Germany agrees unconditionally not to manufacture atomic, biological or chemical weapons, nor long-range aircraft, guided missiles, mines, warships or bomber aircraft. She can only be relieved from

these obligations by the Western European Union council.

Arms Control Agency of W.E.U.

Certain other types of heavy armaments are to be controlled for all member nations by the Arms Control Agency of WEU (France is now proposing an arms pool, which so far has not proven acceptable.)

Inspection of Arms Production

The Arms Control Agency, in Paris, is to use NATO inspectors to visit and check national plants for the production of arms to see that the limits accepted are being observed.

Political Controls and Limitations

Germany pledged herself at the London conference to conduct her foreign policy in accord with the principles of the United Nations charter, and undertook never to have recourse to force to achieve the reunification of Germany or the modification of her boundaries.

The agreements provide that if Germany should violate these undertakings and thereby threaten

the integrity and unity of the Atlantic Alliance or its defensive purposes, the other members of NATO will consider the offending government as having forfeited its rights to any guarantee and any military assistance provided for in the North Atlantic treaty. They will also take other measures which are appropriate.

(Continued on page 13)

*This article is based largely on the speech of the Honourable Lester Pearson to the House of Commons 20th January 1954, as reported in Hansard. The context makes clear, without the use of numerous quotation marks, what may be attributed to Mr. Pearson.





Edited by F/L R. W. GELLARD
**Royal Air Force Replaces
 Royal Navy**

LONDON—Britain will turn its back on centuries of traditional naval power and acknowledge air power as its first line of defence, official sources said recently. The sources said the Royal Air Force, pioneer of war in the skies, at last will be recognized as the main element of defence in the 1955-56 arms blueprint due to be published in February. The annual defence white paper will follow the lead of the United States and Britain's NATO partners in giving priority to airpower and tactical atomic bombs.

New U.S. Jet Sea Plane

BALTIMORE—The U.S. Navy and the Martin Aircraft Company showing the swept-wing 4-jet plans for the first time, said it was designed for speeds of more than 600 miles an hour and would cruise normally at 40,000 feet. Mine laying and photo-reconnaissance are its 2 main missions. The plane is known as the XP6M-1 Martin Seamaster. At present it is sitting on detachable beaching-gear wheels at the Martin plant. The first flight is scheduled for early spring.

Helicopter For Rescue Work

TORONTO—Like a big banana is the helicopter, being tested by F/O Tom Kirkwood of the RCAF at Trenton. F/O Kirkwood, at the controls, put on an hour demonstration flight recently to show the capabilities of the 14-passenger craft. Used extensively by the United States services for rescue work, the Piasecki, as it is officially known, can carry 12 litter patients straight up in the air from brush or rough terrain.

"BEAUTY"

Blonde Peggy Knudsen, a fire chief's daughter, kindles a romantic blaze in "Unchained," Hal Bartlett's prison drama for Warners, starring Elroy Hirsch.

(Bert Six)



Army Develops Radar

OTTAWA — A new type of radar equipment which could help prevent thousands of infantry battle casualties has been developed by the army. The equipment is known as counter-mortar radar and is designed to enable artillery to bring down accurate retaliatory fire immediately after an enemy mortar opens up. About 60 per cent of casualties during the Second World War were caused by enemy mortars, the Army said, and in certain cases in Korea this percentage was considerably higher. The new radar equipment detects the path of enemy mortar shells. It then traces the shells back through their trajectory to disclose the enemy position.

New Jets For Auxiliary Squadrons

MONTREAL—A belated but welcome Christmas gift came to 438 (City of Montreal) and 401 (City of Westmount) Fighter Squadrons of the RCAF Auxiliary early this month when they received their first T33 Silver Star jet training aircraft. Both squadrons are equipped with Vampires.

Change Of Command

OTTAWA—Group Capt. Robert C. A. Waddell, DSO, DFC, a wartime photo reconnaissance pilot, took command Jan. 27 of the RCAF's No. 14 Operational Wing headquarters (auxiliary) at Toronto, air force headquarters announced recently. The 40-year-old Peterborough succeeds Group Capt. George W. Gooderham, AFC, Toronto.

Food For Thought!

OTTAWA — Flying Officer Mary Jackson, maintenance statistician, has the distinction of being probably the only woman graduate engineer in the Canadian armed forces. Her plans to pursue an engineering career took root when she was a very young teenager. Her father, Mr. D. T. Jackson of 106 Renfrew avenue in Ottawa, was in the aircraft business and his daughter, surrounded from childhood by airplane talk and air-minded people, decided that when it was time for university she would study for a degree in aeronautical engineering.



An Old Friend

OTTAWA — A French navigator trained in Canada during the Second World War has been appointed French liaison officer at the RCAF's new jet base at Marville, 150 miles east of Paris. He is Capt. Michel Cheval, who left Canada last August for France after spending 4 years as a French exchange officer at RCAF stations Winnipeg and Gimli, Man.

RAF Jets On Far East Trials

LONDON—4 B-6 Canberras, Britain's best-model jet bomber, were flown from England on Feb. 7 for a month's operational trials in the Southeast Asian area. They will not be primarily concerned with anti-guerilla operations in the Malayan jungles but with the possibility of deploying important strategic air power from the British Isles to the Far East in an emergency.

PRETTY VISITOR TO OUR HEMISPHERE.



H.R.H. THE PRINCESS MARGARET.

U.S. Builds Up Air Power

WASHINGTON — The Air Force is crossing new strategic and scientific frontiers in its current efforts to increase global striking power of the United States, based on the most advanced nuclear weapons. These efforts involve development of fleets of bombers capable of supersonic performance, as well as intercontinental guided missiles and new jet-powered transport and tankers. At present, the U.S. Air Force is known to have at least 3 intercontinental "pilotless bombers" under development for delivering atomic and thermonuclear weapons. Some British and American strategists believe piloted supersonic jet-bomber types now on order, or soon to be placed in production, could be "the last of their breed." But a majority believe development of piloted aircraft and robot missiles will proceed side by side for many years, with their missions complementing each other.

New "Leapfrog" Soon

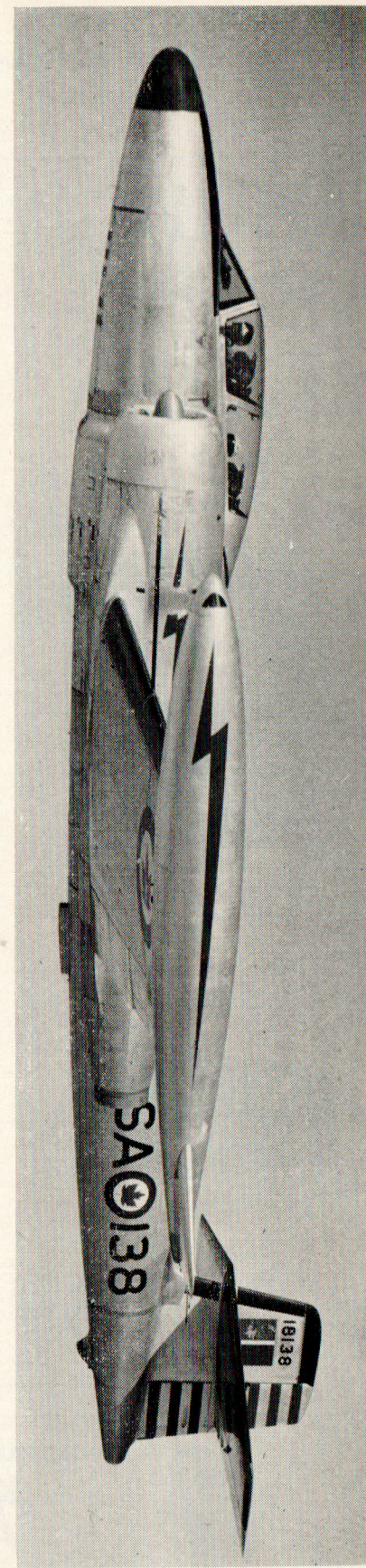
OTTAWA—The RCAF soon will start ferrying new Orenda Sabre Jet fighters to its air division in Europe. The new planes are the Mark VI Sabres now being turned out in Montreal. The operation will start almost before the air division's conversion to the comparatively new Mark V Sabres is complete. The improvement between the Mark V and Mark VI Sabres is not as great as between the Mark IV and Mark V but the RCAF wants its front-line force in Europe to have the best equipment available. Defence officials rate the Orenda Sabre as the best aircraft of its type in operational use today—so good, in fact, they have postponed a decision on a possible successor. The Mark VI Sabres will be taken across the Atlantic in mass flights of about 15 planes by No. 1 Overseas Ferry Unit at Montreal.

Guided Missiles

MONTREAL — A Defence Research Board official said here recently that Canada is capable of producing all the guided missiles that may be required by the armed forces. Speaking within the tight bounds of security, G. D. Watson of DRB's headquarters staff outlined for the Engineering Institute of Canada, Montreal Branch, some of the research that has recently taken place. Mr. Watson said that experimental air-to-air guided missiles for the RCAF's CF-100 jet interceptor aircraft are now being manufactured. He said that a highly accurate rocket weapon has been developed at DRB for the Canadian Army.

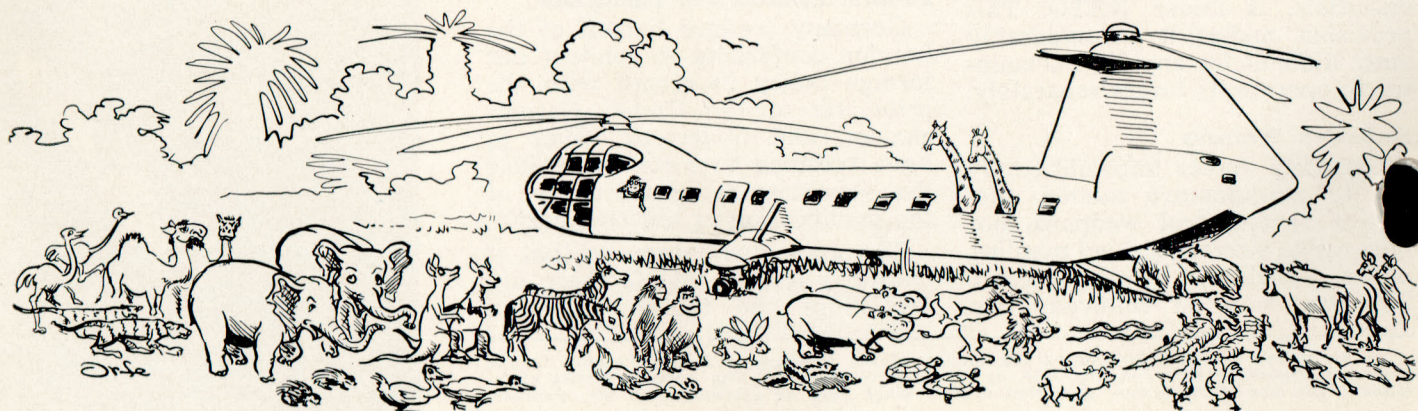
CF-100 For Winnipeg

TORONTO — A \$3 million contract has been awarded to MacDonald Bros., Winnipeg, to convert 50 Avro CF-100 fighters into dual control trainers. Avro Aircraft is too heavily committed with defence orders to do the job itself. The work will be carried on throughout 1955. The first of the trainers should be in service this summer.



Canada's Watchdog.

(Nat. Def.)



By RAFF and Anthony Armstrong

NICE

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(Illustrated by Bill Hooper)

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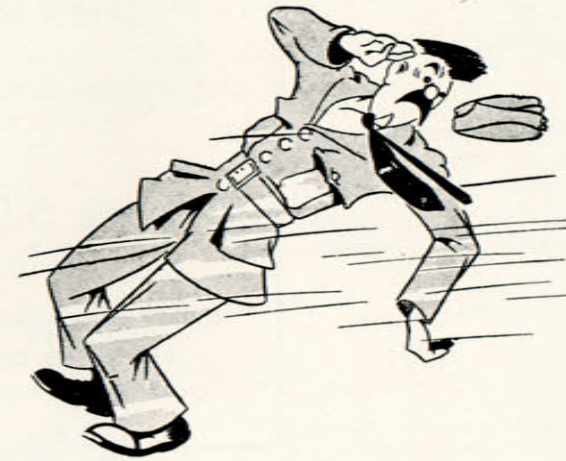


SPEAKING generally, the Royal Air Force are all Nice Types. Speaking particularly, some are nicer than others. Speaking even less particularly, others aren't so nice as some; but you can only mention this to them if they are of junior rank to yourself. If they are senior, it's best only to think it. Thus No. 977949 Aircraftsman, 2nd Class, Plonk, P.—whose rank is junior to anyone else's in the whole Air Force—is never able to open his mouth on the subject.



But he does a lot of thinking.

Another thing about Air Force Nice Types, which you have possibly deduced already from the above, is that it is as well for you, as a Nice Type yourself, to be very nice to all Nice Types of higher rank than you are. The higher the nicer, in fact, even if it involves practically falling over backwards—like A.C.2 Plonk saluting an Air Chief Marshal.



Of all the Nice Types in the Air Force the highest, and therefore—taking a Plonk's view—the nicest are—

THE AIR COUNCIL

On second thought perhaps we should say, is the Air Council. For the Air Council, to those such as Plonk, who have absolutely nothing to do with it, gives the impression of being an indissoluble and indivisible entity—a sort of mythical twelve-headed creature which, as far as Plonk knows, grows out of, and has its only being round a table.



(Continued on page 10)

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FLOWERS TELEGRAPHED
WORLD-WIDE

(Continued from preceding page)

The table, if it's anything like those used at important conferences, board-meetings and so on, has on it twelve quires of white foolscap paper for writing on, twelve pads of white blotting-paper for drawing on, twelve ink-pots, twelve pens—with occasionally a special gold one of the treaty-signing type for Recording Appreciation—and twelve lovely new pencils, of which never more than three can be found after any one meeting; for the Air Council, we venture to suggest is, after all, only human.

What this mythical twelve-headed creature actually does A.C. Plonk is not quite sure.

He knows it issues Air Council Instructions, because bits of them are published in Daily Routine Orders and he has to read them; and he knows someone in the Civil Service must write them up, because after reading them three times he still can't understand them.

He knows too it discusses strategy, and lays down so many Broad Lines of Policy in every direction that it probably dreams of Clapham Junction at night.

He also knows it can, on occasion, View With Displeasure.



Who the Air Council views with displeasure A.C. Plonk does not know. Nor does he care, so long as it isn't him. But he knows that, if it likes, it can view practically anybody with bags of displeasure, even an Air Vice Marshal in command of a Group.

This latter is the Air Force Nice Type known as the A.O.C., or—

THE AIR OFFICER COMMANDING

The A.O.C. stands in much the same relation to Plonk as Pharaoh must have done to a junior assistant hod-carrier for one of the lesser

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COVER STORY



For the thousand and one bright characters who will be pointing out to us, at odd intervals during the next couple of weeks, that a snow blower doesn't blow snow straight up into the air—WE KNOW.

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(Photos by L. A. Gratton)



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Pyramid masons. That is to say, their spheres of activity do not often overlap. The one lives in the lofty heights of Group H.Q.: the other in the lowly depths of a barrack-room. They are, in fact, not on speaking terms, without knowing it.



Plonk has, indeed, in the whole of his Air Force life only once come in definite contact with the A.O.C. And that contact was limited to a memorable occasion when Plonk tried to give the A.O.C. a smart salute and simultaneously avoid getting run over by his car.

Saluting an officer smartly and at the same time avoiding getting run over by his car is an operation which calls for considerable smartness coupled with considerable agility. Plonk was not particularly good at either. But at least he knew enough to realize that while lack of agility could not land him in hospital, lack of smartness might easily land him on the orderly-room mat.

He made the only choice:



(Continued on page 32)



CHOOSE WELL. Our wills are created to choose good. God's grace will always be at hand to fortify wills choosing well. Our first step must be to look honestly at ourselves. Study carefully what we are in God's sight and what we are actually loving. That's how the Prodigal Son came to realize his misery and his way back to his Father. Notice how the leper and

WHEN THERE'S A WILL THERE'S A WAY

By F/L PAUL GORIEU

WEAK WILLS. Many of us admit weakness of will readily. So many broken promises fill our yesterdays. Yet our pride keeps us insisting that promises made today will be kept. Realism agrees with humility that our weak will once more shall dodge fulfillment. We'd all be better off if we thought out why our wills are so weak. Mainly because we don't really want what promise-keeping demands. Deep down we dread letting go of some pet idol we worship. So the alcoholic promises sobriety tomorrow, which he doesn't want today. For it means giving up the bottle he worships as his security-base. The conceited promise humility they despise. For they don't dare look at their idolatry.

FIRM WILL. Yet so often we find our wills so firm on other matters. We can endure physical punishment resolutely though we fall apart when humbled. We make sacrifices to practise honesty in business while we explode daily when anger tempts. To attain a slim figure we'll endure dieting heroically while begging off fasting and abstinence for spiritual

motives. Thus we are weak-willed or firm-willed in terms of how strongly we will to attain our objectives. No amount of indulgent rationalizing changes that basic fact. Does the drunken husband really want to stop wrecking his home? Does the gambling spouse really want to see the paychecks covering the family budget? Does the cynic want truth? We get and are the things we really want.

BUILD WILLS. We must see things right before we choose right things. We must study out truth with our intellects before we embrace goodness with our wills. Each sinner clings to his pet idol because he cannot or will not see he is loving himself instead of God. Nobody loves evil because it is evil: we all persuade ourselves somehow that what seems evil really is good. So our will refuses to let go because we have left self-love in varied forms persuade us we must have this evil that seems so good. If only we can come to see that we must strip ourselves of our disordinate habits if we wish to live for worthwhile ideals and objectives.

the centurion in the Gospel found help in Christ because they were not satisfied with their condition. We can improve ourselves only if we see ourselves as we are and are determined to do something about it. Everyone has a will: not everyone uses it the way he should.

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Trends and Comments

By MR. J. A. GAUTHIER

FROM now on the Radio and Radar instructors will have to change their lectures to match the change that the Bell Telephone Company has brought about in the transmission of radio waves. The Bell has found a way to bend radio waves over the horizon, and this new system is being used for defence purposes in Canada's north. The number of relay stations in a chain will be reduced but the increased power to operate under the new system is quite substantial.

One of Canada's large tin can makers has developed a tinless can made completely of steel with a new side seam of thermoplastic cement. Now, if we can get cars to run on water . . .

As of the middle of January just passed, department store sales were up 7% on the same week last year. All areas in Canada showed an increase, so 1955 may be one of our best years yet for a prosperous economy.

When you buy a VOLVO, Sweden's most popular car, you get 5 years free insurance, with a few extra provisions thrown in such as a \$35 deductible clause and damages through abnormal use. It should prove interesting to see how it works out.

On a recent journey to Ottawa from Winnipeg, via Chicago and Detroit, we made a few price comparisons that we thought you might be interested in:

	U.S.A.	CAN.
Simmond's Rollaway 30-inch bed	\$23.08	\$49.95
Bunk beds (same type)	88.00	119.00
Gas (per gal.)		
Lowest price	.20	.33
Quib Sweeta (Saccharine for fat Flight-Lieutenants)	.69	.95
Dodge 6 pass. Sedan	1,988.00 (plenty)	
Margarine	2 lbs. .30	1 lb. .30

There are some items which are cheaper in Canada but I'll be darned if I can think of them!

CURRENT AFFAIRS

(Continued from page 5)

WHAT GUARANTEE THAT GERMANY WILL RESPECT HER OBLIGATIONS?

Mr. Pearson submitted to the House of Commons that it would be difficult to devise a more impressive set of safeguards than these, but he frankly faced the question: what guarantee is there that they will work? Can we trust the good faith of Germany or will she throw aside these limitations and obligations whenever she feels like doing so?

Mr. Pearson expressed the belief that the safeguards devised against unilateral abuse by Germany were of real value. What might well be of even greater value than the military safeguards, he added, were the institutions and habits of co-operation which our Atlantic community is developing and with which we now desire to associate Germany.

Furthermore, there is now a type of government and a political system in Western Germany which are democratic and European-minded. That government is led by a man who believes in freedom, peace and co-operation, a great European and internationalist, Herr Adenauer.

National self-interest also, will counsel the Germans to stand by these agreements, which are not imposed on them but have been freely accepted—unlike the settlement of the 1920's. Association with the United Kingdom, the United States and 12 other countries will make co-operation and good will easy and domination difficult.

Other reassuring factors than those stressed by Mr. Pearson are:

- The presence on European soil of American, British and Canadian forces which will exercise a restraining influence on any tendency Germany may have to militarism.

- Only through the strength given by her association with the Western nations can the German Federal Republic hope to negotiate for German reunification. In isolation unification could be achieved only at the cost of subordination to the USSR.

- Germany's safety demands continued association with the Western alliance. To quote General Gruenther: "West German rearmament and the tactical use of the atom bomb would produce in three or four years a reasonably good chance of preventing the Soviet Union from overrunning Europe."

- Wise men like Churchill and Eden favor the rearming of Germany. Churchill has said: "It would be disastrous to the human race to judge the Germans or any other peoples by past crimes committed in their names by dictators. Let Hitler take his name to Hell. Let the peoples extend the hand of friendship and forgiveness to each other and walk together through the mysteries of life to freedom, justice and peace."

- "The one ideal that has won wide support in Western Germany since the War is the European idea, the conception of an economically, militarily, and politically integrated continent. . . . Reaction against militarism has played an important part in the growth of the European movement in Germany."—Dr. C. R. Hiscocks: "Germany Goes West," in Queen's Quarterly, Winter 1955.

- The new German army is to be a citizen army, with the swash-buckling traditions and trappings of the Prussian militarists discarded. The Adenauer government through Herr Blank has been working out plans for a new democratic army: no uniforms when off duty, less saluting, no goose-step, largest measure of freedom compatible with military efficiency, self-reliant combat teams, training in democracy, and the like.

As Mr. Pearson pointed out to the members of the House of Commons there can never be on this earth absolute assurance or safety for anyone, individual or nation. But his argument seems unanswerable that the course of wisdom is to bring about German participation in the western coalition where we can work together for the common security and welfare.

111 C & R FLIGHT

By F/O DICK CRACKNELL

F/O John Locke.



Late in January we said good-bye to F/O J. B. Locke. It seems that we were always doing this, but this time we understand his absence is permanent.

John joined the RCAF as a *u/f* pilot in January, 1941, and upon completion of training in October was transferred overseas to 149(B) Squadron, where he flew operations on Sterlings. He returned to Canada in June, 1945, and a few months later left the service. However, I guess his love for the air was too strong for June, 1946, saw him back in the service as an airman, flying with a photographic squadron.

In 1951 John remustered to air-crew and, like most of us, did a tour at ANS, before moving to Rivers on the Helicopter Course. Upon completion of the course there he was posted to Whitehorse, and in June, 1954, he joined us whilst awaiting further Whirly-bird training, which he received at Vancouver and Penticton in the Fall and Winter of 1954. John is now on his way to the newly formed 108 Helicopter Com Flight at Bagotville, Quebec.

I am sure that his many friends at Winnipeg will join us at 111 in wishing John Locke the best of luck in his new job.

THE past month has been quite an uneventful one for us in 3 hangar, just a few of the usual trips to Gimli, Portage and MacDonald, and a couple of longer ones, west to Penhold and Claresholm and east to Trenton and Ot-twa.

We held a Ground Search exercise "Operation Able" from 17th January to 21st January, in the rugged country west of Lac du Bonnet. The party under F/L Dick-

son walked a few miles, or so they say, but we don't think Ron has lost any weight!

We have had one or two personnel movements. F/L Chase did a short term as S Serv O at Station Headquarters and, as noted in our Pen Picture, John Locke has left us for Bagotville. In addition F/O Boyd Bauerfind has been posted to ANS for A1 Training and F/O Bernie Mason has arrived from ANS to fill the gap.

BATISTE AT A. O. S.

Tweenkle, tweenkle, lockee star,
'Ow I wonder where I are,
If per'aps you do not know,
Batiste he's get again Zero.
Poor ol' me I lost like hell,
My D.R.P. me cannot tell,
Holy Cow, which way she's bes'
Eas' or nort' or sout' or wes'?

Sacre Blew dis sure is bad,
I tink I'm mos' unlocky lad.
Each every time I'm go up d'ere,
Where do I be? I don' know where.
I try to work de Dalton G.
Dat dam t'ing she's all Grec to me.
I'm all confuse wit' all dis stuff,
I mus' be dumb, she's seem so tough.

Position line she's got me meex,
Wit' two of dem I'm mak' de feex.
Eef I fin' wan I'm get no more,
An' so catch 'ell from l'instructor.
De log I'm mak' she's much too ponk,
Lak' friten' hen dats chase de skonk.
I'm gon' feex all dees tings, by gar,
An' I'm mak' de bes' dam navigateur.

I'll mak' explain right from the start—
I'm go up wit' mercator chart.
In beeg fly suit I'm like de clown,
You see when circus come to town.
In winter tam' she's col' up d'ere,
So I'm dres' lak' de polar bear.
In sommer she's sometam' col' too,
So I'm lak' dat de whole year tru'.

Lak keed who's mak' firs' day at school,
I'm tak' tree pencil an' de rule.
I'm also tak' divider, too,
Protractor an' w'ot else 'ave you?
De Dalton G' I say before,
I'm also got many tings more.
Which wan I'm use I don't yet know,
So . . . eeny, meeny, miny mo.

I'm go up front, I'm lie down flat,
Like leetle mouse dat's chase de cat.
I'm peek in hole, I'm tak' wan dreef,
Dat plane wrong tam' is always sheeft.
An' den I'm tak' anodder wan,
I tak' encore some more for fun.
When dees line cut de wind I know,
So I'm put down which way she blow.

De wind she's foun', de track I know,
So I'm find out which way for go.
I'm log de course, I'm mak' de chit,
De pilot's no agree wit' it.
Mak' out new wan an' mak' it fas',
Dis h'airplane she's run on gas.
I'm writ' lik' hell, I'm mak' de guess,
De pilot's smile, den she's say yes.

Two, three, four time I'm dees t'ing
do,
I'm glad like hell w'en eets all tru'.
Bimemy is time for get back down,
I'm look h'outside for see de groun'.
De ETA she's ver' soon come,
I'm better mak' some more, by gum.
I'm look below, I'm see some shack—
By gar, dat h'airport she's come back.

ANON.

A SURFEIT OF TALENT

By ERIC NICOL

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

WHAT fountain of fact, LIFE magazine, devotes part of a recent issue to a feature entitled "The Quandary of a Gifted Girl." This girl, 18-year-old Phyllis Newell of Forest Hills, Long Island, is an expert pianist, does creditable ceramics, makes \$15 an hour as a model, has a boy friend, and can't make up her mind which aptitude to develop. She just has too many talents, the poor kid.

Miss Newell's predicament reminds me of a similar case, the quandary of a gifted boy—me.

Miss Newell, LIFE says, was playing the piano at 4 and composing tunes at 5. I, too, was playing at 4. (My parents say I was 13, but they are insanely jealous.) I wasn't playing the piano, of course. I played the drums. Actually these drums were pots of various sizes which I hauled out of the pantry and beat with pieces of kindling.

Needless to say the family recognized that I had something and they looked for some place to send me. The only school that taught how to play the drums required that the pupils supply their own drums, so the family bought me a set of traps and waited for me to go away. The drums were too heavy for my tiny arms to carry, however, so that it was simpler for the family to run away from home.

But already my multitude of talents were savagely fighting each other for supremacy. Miss Newell, LIFE says, was doing promising drawings and paintings when she was 6. This is a remarkable coincidence, since I too was doing drawings and paintings when she was 6. (I was 20.) I had then been in high school art class for several years, working on the project of drawing a straight line through 10 points without missing one of them.

Some of my drawings reminded the teacher of Jean Miro, the abstractionist, but more of them reminded her of Mr. Bagfoss, the principal, and I was thrown out of the class.

This break with academic art failed to ruffle me, since like Miss Newell, I found painting "not enough of a challenge." After all, it had been done. Rubens had done it, Utrillo had done it, Uncle Fred had done it. (Uncle Fred painted nudes. He put the gold paint on the exotic dancers at Minsky's and was insisting on applying a second coat one night when he was killed.)

Of Miss Newell, LIFE continues: "At 13 her beauty had blossomed, she became a model for junior fashions." Miss Newell nosed me out there. I was 16 before my beauty blossomed (it was the spring of '16 and I was a riot of colour).

Thus was the dilemma of which of my many gifts to exploit complicated by the heavy demand for me as a professional model. The manufacturers of tonics and kidney pills trampled each other to get my photo to illustrate that dull, logy, pepleless feeling. My potentials as a model were described as limitless, especially after I broke out in pimples and went bald on one side of my head.

"Recently a new factor entered to complicate her future further:

Phyllis now has a steady beau." I know how Phyllis feels. I was still torn between drumming, painting and modelling when a new factor named Elsinore McGirth entered to complicate my future. Elsinore was old enough to be my mother, but there was something about her that fascinated me every time she opened her wallet. Though I limited myself to seven dates a week with her, I began to think seriously about marriage.

Then war! When I listed my many talents to the RCAF enlistment officer he nodded and put me down for general duties. I arrived at the Toronto Manning Depot to take up my duties as a general, maps under my arm and lumps of sugar in my pocket for my horse, but they handed me a broom and told me to sweep out the sheep pen.

Since the war I have been writing to fill in while waiting for the old talents to reassert themselves. They aren't rushing into it. In fact I would go so far as to recommend to Miss Newell that she marry that steady beau. It's a lot better to throw up a career than to have it throw you up. Look out below!

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Far left, top: A nice position for a bush landing.
 Centre: The end of the line—the "Lady in the Iron Mask."
 Bottom: How to carry out a survivor. S/L "Doc" Laing, L. G. Kreitz, and Don Park.
 Below, left to right: Corporals Chorney and Cooney with a stretcher case.
 Corporal Jenkinson and Sgt. McMennamon preparing to cross the lake to their camp site.
 Setting up the Type 58 radio set at the drop zone.
 Activity in the camp area.
 Left: Members of land search party on a recent exercise.
 Back row: Cpl. Lovitz, F/O Don Park, LAC Dyck, Cpl. Monroe, Cpl. Rolick.
 Front row: LAC Kreitz, LAC White, Sgt. Mason, and Sgt. Hnatowich.

Graduating Class 5404 (RO)



Top Row, left to right: F/C J. Darlington, F/C H. Dahl, F/C R. Theakston. Bottom row, left to right: F/C K. Corbett, F/C C. Cave, F/C J. McConnell.

One day about 10 months ago, a group of fellows met on a train. The train was headed for a small city in Southern Ontario known as London. They introduced themselves to each other, and because they were all going to the same place, they became the greatest of buddies. They went through 2 PSU (O) and officer's school together and after graduation from London they proceeded to another town in Southern Ontario known as Clinton. This was the beginning of the collection of bods known as 5404 (RO). RCAF

Station Winnipeg was new and full of strangers and strange ways. After a few weeks, we became "Winnipegized" and accustomed to the new ways of the Nav cadets. Such expressions as "DRPP" and "MTB" were very strange to us at first, but now we are used to them (even if we don't know what they mean!). Now, after spending four months in Winnipeg, we are ready to graduate.

The course is made up of young men from all walks of life and from all parts of Canada. We even have a fellow from the Union of South Africa.

F/C C. E. Cave

"Cy" is a native of South Africa. He is a small, dark, roly-poly chap. His pet expression is, "Who ast ya?" His hobby: eating. Pet Peeve: Noise during a morse test. Probable destination: Who knows?

F/C K. Corbett

Little "Dad" Corbett is a small blond type. He is married and is the proud father of a cute little daughter named Deborah Lynn. A native of Elkhorn, Manitoba, Ken was a former airman, Comm PC. His main interest outside of the RCAF is his family. His Pet Peeve: NCO Morse Instructors. His favourite expression: "If it was to be issued to the General Public, you would be told."

F/C H. C. Dahl

Harvey, a native of Saskatchewan, is known to his fellow course members as the "Great Stone Face." He is a medium sized, serious looking fellow. His favourite expression: "You're in a position to know." His Hobby: The nurses' residence in St. Boniface. He would like to be posted anywhere west of Toronto. His favourite pastime: digging up the back garden at 80° below. His pet peeve: Frequency meters.

F/C J. L. Darlington

"Blackie" hails from "Van" — Vancouver to the "Unenlightened." Quite often seen with a hipped look, and a tapping foot, saying "What's with you guys?" His main interest: St. Lambert, Quebec.

F/C J. A. McConnell

Jim comes from the "Honeymoon City," Niagara Falls, Ontario. This tall, blond type is the course leader and general whip-cracker. His Pet Peeve: Flying. His Hobby: Buffalo, N.Y. His favourite expression: "Barf."

F/C R. Theakston

"Theak" is a Maritimer. (Need I say more?) He is a tall, slim, dark type. A great man with the drums, Theak's main ambition is to be posted somewhere near Barrie, Ontario. His favourite pastime: "The PIT." His favourite expression: "It's Okay, Harv."

We'd like to thank everybody on the station for the friendly help we have received. A special thanks to the NCO's in the Morse and Radio Trainers section of the Applied Radio School and the Officers in charge. Thank you, one and all. Good-bye and the best to you.



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Mar. 10th—Concert in Drill Hall.

Mar. 11th—Band will play for Graduation Ceremonies.

Mar. 12th—Dance Band section at Station Dance.

Mar. 13th—Concert in Drill Hall.

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Documentary

February 19
SAPS AT SEA (G)
Laurel and Hardy

February 20
HER TWELVE MEN (G)
Greer Garson Robert Ry.

February 21
I WAS A MALE WAR BRIDE (A)
Cary Grant Ann Sheridan

February 22
STEEL HELMET (A)
Gene Evans Robert Hutton

February 23
PERSONAL AFFAIR (A)
Gene Tierney Leo Genn

February 24
LEAVE HER TO HEAVEN (A)
Gene Tierney Cornell Wilde

February 25
GENEVIEVE (G)
John Gregson

February 26
CHARGE AT FEATHER RIVER (G)
Guy Madison Helen Wescott

February 27
THE KIDNAPPERS (G)
Vincent Winter John Whitley

February 28
FALLEN ANGEL (A)
Alice Faye Dana Andrews

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35 MM PHOTOGRAPHY

BY BILL JASZEWSKI.



In our last issue we discussed colour film, lightly touching on the fact that there are indoor and outdoor types of colour film, and that one or the other should be used exclusively until mastered. Let us now take a look at subject matter and lighting.

OUTDOORS on a sunny cloudless day, with the camera loaded with Kodachrome Daylight Type Colour Film, the subject not in the shade and the camera iris set between f5.6 and f8, you proceed to snap away. With a shutter speed of 1/50 of a second all the pictures will turn out in beautiful natural colour. Breathtaking, to say the least, for the amateur who is doing this for the first time. With the above settings almost all subject matter, from scenery to Aunt Millie on the garden chair, can be recorded satisfactorily.

Now let us look at subject matter in the shade. To most people shadow is shadow and nothing more. But closer examination will show you that shadow has colour, and colour film will record this unerringly. Daylight is composed of sunlight and skylight. On a clear day this skylight is blue. When a subject is photographed in the open, both sunlight and skylight illuminate it. Colour film employed here gives natural results, because it is balanced for this ratio. But this light is predominantly blue, the subject reflects blue to the camera and film. Aunt Millie now looks like something from outer space! Fortunately, we can correct this by means of a filter, which will correct the light transmitted to the film to the proper balance. With Kodachrome Daylight film a Kodak Skylight Filter over the lens will correct the excessive blue. No increase in exposure is required.

For those of you who like to shoot pictures indoors at night and use Kodachrome Type A Film (for tungsten light), all you need for daylight shooting is a Kodak Daylight Conversion Filter. This filter balances the film for sunlight and you need not worry about the shade; it employs the characteristics of the Skylight filter. The writer feels that Type A film is

most practical. You can shoot indoors at night, and during the day, with the conversion filter on for both in the open and in the shade shooting.

Do not feel that pictures on an overcast day will be unsuccessful. Although they may lack the sparkle of sunlit scenes, many a beautiful picture is taken when the sun is behind clouds. But remember to compensate in exposure, and to use a filter for the excessive blue.

Close ups or portraits outdoors on hazy or partially cloudy days are better than in direct sunlight. The person photographed may squint unbecomingly in sunlight. Also, shadows on faces are too much of a contrast in comparison with the sunlit areas. The shadows look black and there is what seems like a heavy line between dark and light areas. This on a face is unbecoming. Colour film will not resolve great ratios. Keep this ratio within 10 to 1. That is, do not let the bright side of a subject's face be more than ten times as bright as the shadows. In sunlight this is rather hard to control unless you have a reflector to throw light into the shadows. Therefore, for close ups of people and portraits, hazy sun or a partially overcast day is best.

More about lighting in the next issue.

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WD's Report

By CPL. BONNIE WADE

NEWS from the social field seems a bit scarce at the moment so let's concentrate on barrack activities, and they are anything but quiet. You gotta have cast iron nerves, or it's off to a padded cell. Ever try to sleep through the discordant blare of six radios—all on different stations, volume at a peak, TV à la Dragnet, doors slamming, water fights up and down the hallway, individuals testing their lungs in a sort of open competition? But it is fun (we keep trying to convince ourselves!).

Then there are daily lessons in English for Lucy's benefit, but why does she find it so easy to learn the words she ought not to learn? 'Course she never hears "those words" around BB9!

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Sure envy those lucky people who are tearing off on leave these days. We'll miss some of them when they are gone. Imagine having lights in the hall, and so on.

On the night of February 3rd Marion Bean had a "coming out" party—sorry, no explanations can be given.

We must be about due for another midnight sing-song, and while on the topic of singing (pardon the expression), for the benefit of all bathtub, midnight and other vocalists, hows about trotting over to the Old Flight Cadets' Lounge and becoming official members of the Station Glee Club? Your efforts and voices will be much appreciated.

About time we welcomed all the new members who have joined our ranks in the past month or so. Space is limited so we can't mention each name individually, but we include you all in our general welcome.

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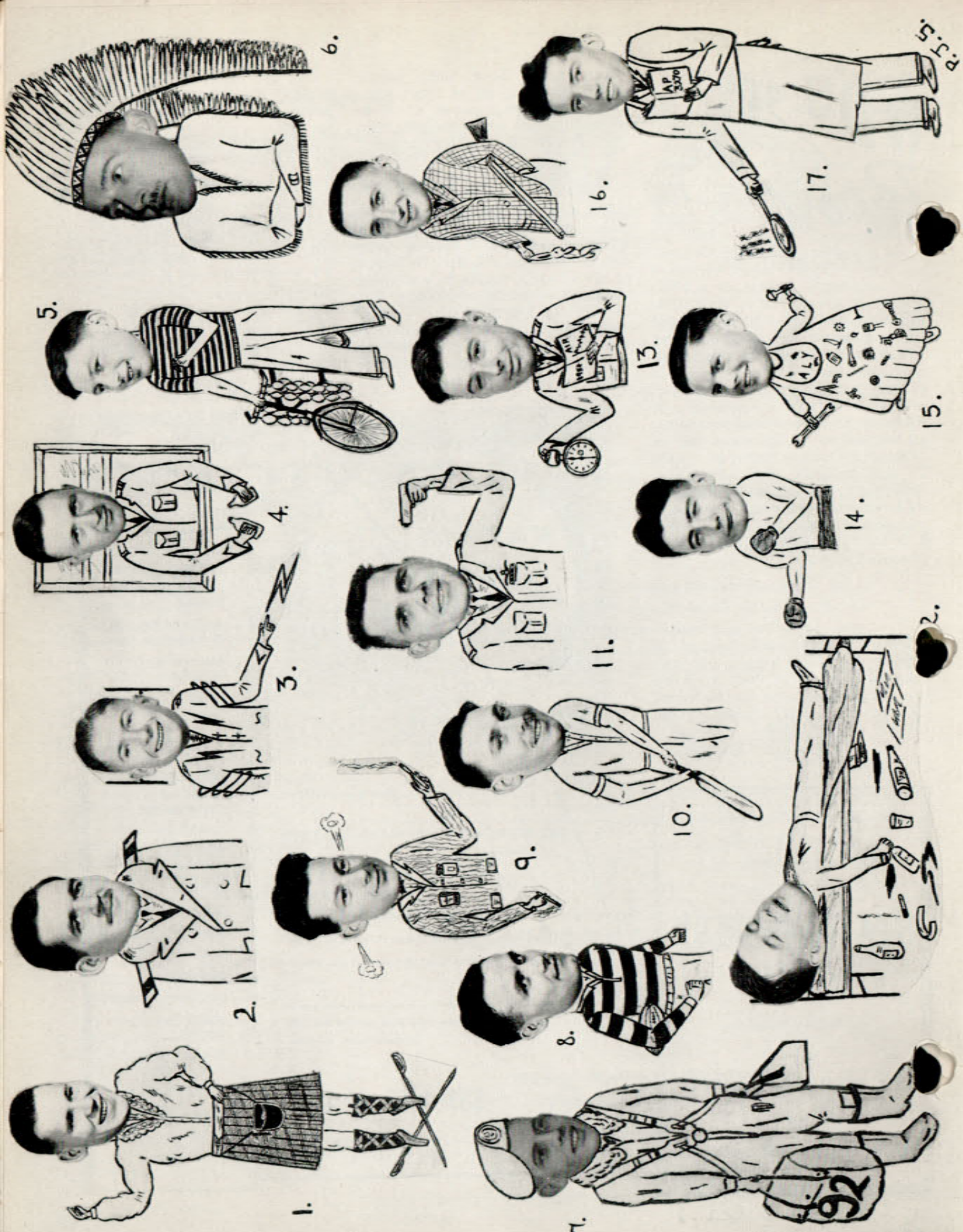
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GRADUATING CLASS 5405 (LR)

THROUGH THE GEARS WITH '05

A is for Adrian H.—“Chaps, I'm too bored”— Played the organ on Sunday's but boxed in the Aud.
B is for Boggis, who can't tell the time, his duff L.H.A.'s were a second nav's crime.
C is for Cronin, with bootleg connections, Who has the 'ryes' taken on C.O.'s inspections.
D is for Donald who ignored the rumpusses And gave us the griff on the wierdest of compasses.
E is the earliest bird—Expeditor, They took out the guts to make the thing lighter.
F is for F/O, refusing to gripe, With single aim (and, I regret to say, stripe).
G is old Grolla, a long-range Canuck, He tried at A.I., but was sure out of luck.
H is for Harmer who laboured his Phil Towards bucking the System, and making Sparks ill.
I is for irksome, and instruments too, (no connection of course!) Well, perhaps the Mk. II . . .
J is for Leigh—(but his first name is Jack!), Who none the less gave of his best in the pack.

K is for Keith Mills—(what's he doing here? He must have slipped in from 06 with Dave Weir).
L is for Lean, the last of the “Mac's,” A Romeo, subject to frequent attacks.
M is MacCrann, whose car was not spacious, Though the bright yellow wheels were not un-Austin-tatious.
Newton: (“Now, I'm not ash thank ash you drink . . .”), Who knows of a mammal tinted with pink.
O is for 05—Advanced Course, dear reader— (For hints on Advanced Coarseness see the Course Leader).
P is for Paterson, babe of 05, His finishing school was a Seattle dive.
Q is for Cu-Nim, a new met. correction,
R is Arcturus—(phonetical section).
S is for Swatton—true to his name, A three-figure average was always his aim.
T is for “t'other”—“Put Close in,” he urges, “To retain the Ashes!” (“Flying Cricketer” Burgess).
U is for “Uncle” MacDonald, (F/O), Who'll tell you that A.I. is “pour les oiseaux.”
V is for V.H.F.—roughly a half Of the stereophonia of Fitzpatrick's laugh.

W is for Wilkinson, seven feet tall, Who only stopped smoking to play basketball.
X is for xoB, our Manchester Guardian, Whose taste in moustaches is faintly Edwardian. But his children's—(happy result of his union)— Is not. No “Teddy-Boys” for our Mancunian!
Y is for White Cliffs, so well-known to some, and
Z is for Greenwich. Wahoo! Here we come!

1. A/P/O MacLean (Donald)
2. F/O MacDonald (Jim)
3. A/P/O MacCrann (Roger)
4. A/P/O Cronin (Tony)
5. A/P/O Fitzpatrick (John)
6. A/P/O Cox (George)
7. A/P/O Swatton (Pete)
8. A/P/O Leigh (Jack)
9. A/P/O Wilkinson (Jeff)
10. A/P/O Burgess (Ron)
11. F/O Philip (George)
12. A/P/O Newton (Chris)
13. A/P/O Boggis (Mike)
14. A/P/O Hobart (Adrian)
15. A/P/O Paterson (Ali)
16. F/C Grolla
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Today in SPORT

By CPL. HOWARD O'BYRNE



RCAF pressing the Mounties.

(The "Cops" won 6-5)



STATION HOCKEY

The team has done very well in the Inter-Service league having played some very good games. The main trouble in the odd bad game seems to be that at no time have all members been able to assemble for practice thus the new members do not get a fair chance to get into shape. The main weakness seems to be in the defence, but Nickie expects to have that rectified before February 14th—the final date for registration of new players. The forward lines, with the recent addition of new players and the improvement of the younger boys,

are becoming more effective. In the last game the RCMP were able to squeeze by with a 6-5 win and take over first place. Here is the latest league standing: RCMP, RCAF, FOB, RCHA, Navy.

On February 3rd our team met the Navy who, if their present pace is kept up, will certainly not remain on the bottom rung very long. They have been busy plugging holes and filling gaps and came came up with a very strong team. We were in the lead all the way until the final minute when



Left:

LAC Ernie "Shorty" Harris. (LW)

5 foot 3 and 135 lbs. Was on the Calgary airforce team when they were the champs in 1947-48. Played the next 3 seasons for the RCAF in Centralia, and last season with the RCAF Zweibrücken, Germany. Has been one of the better players in the present inter-service and man-group leagues.

Right:

LAC Fraser MacPherson. (RW)

5 foot 6 inches tall, and 155 lbs. He has played the last 2 years with the Junior Sydney Steel Kings. Is settling down well with the Winnipeg team.

A lot has been said about the local junior and intermediate hockey teams but very little has been said about the small fry. About six weeks ago a Little NHL was organized in the city. Six teams were formed each using the name of an NHL team, and each member using a pro player's name. The whole concern affects nearly 100 boys and from the results so far it has been working very well.

the Tars scored from a screen shot to tie the game 2-all. LAC Lou Bickerton, on skates for only the second time this year, showed up very well in the goalie position and is putting in a strong bid for the regular goalie job. Goals were scored by Bowe, McDonald and Henry who have been showing plenty of aggressiveness.

In the Man-Group League RCAF Stations Portage, MacDonald and Winnipeg all have very powerful teams. The games have been close and at present RCAF MacDonald, with no losses, is on top, Winnipeg next, with Portage right on our heels. The powerhouse team is no doubt RCAF MacDonald with terrific junior goalie and plenty of strong reserves. They have a really strong following and when they play in Portage, which is their home rink, the rink is packed. Winnipeg's home games are played at the Olympic Rink each Saturday afternoon at 1530 hours, and there is no charge for admission.



Left to right: Cpl. Howard O'Byrne (lead), LAC "Scotty" Miller (second), F/L A. "Gus" Hay (third), and Cpl. Dan Turner (skip).

CURLING

The station curling club is enjoying an excellent season with curling every Thursday morning at the Granite Curling Club. The teams of Graham, Viklund and Rebbitt are the only remaining unbeaten rinks in the second half which determines the playoffs. Six teams have entered the Manitoba 'spiel, which started on February 7th, a good average for a club this size.

During the month of January a knockout 'spiel was held each Friday afternoon and Sunday morning with Montgomerie and Turner meeting in the final. After a close 12-end game, the Turner rink was the winner and eligible to meet RCAF Gimli. Since Gimli played host last year Winnipeg returned the compliment by inviting them to play the final here, and to bring two teams for support and friendly games on January 28th. Sgt. Jim Dagert and his team took on the Turner rink and after 12 ends of interesting curling the Turner rink emerged the victor.

Now it's on to Saskatoon to play a round robin with the winners of the other three zones. RCAF Station Penhold are the winners of zone 1, RCAF Station Saskatoon of zone 2 and RCAF Station Portage in zone 3.



The Turner Rink sweeping to victory in the 14 Group finals.

the measure of the Americans and F/O Moore falling by the wayside.

A notice has been received that the Inter-Service 'spiel will be held in the Granite Curling Club on March 21st and 22nd. The Army and RCAF will each enter four teams, the RCMP and Navy three rinks each, and DVA will have two. It indicates that there will be three draws on the first day with all members playing at least two games. The winners in the second draw will play again, and the following day at 2 p.m. the finals will be played. The teams from this station will be selected shortly.

RIFLE ASSOCIATION

The small bore shooting is being held every Wednesday evening at FOB and Saturday afternoons at the Air Cadets' Range. The recent attendance has been below average and is expected to increase with better range accommodation on another night. The new crests have arrived for the DRCA shooting and can be picked up as soon as the qualifying targets have been shot off. Two more 'scopes have been ordered and will be put to good use when received. One of the outstanding marksmen is F/O Tom-chuck, a recent arrival from RCAF Station Saskatoon. New members and new ideas are always welcome.



(Boeing Airplane Company)

BOEING B-47 USED TO TEST CURTISS-WRIGHT TURBOPROP ENGINES

Shown undergoing its initial taxi tests on Boeing Field is the Boeing XB-47D, a standard B-47B modified to serve as a test bed for flight testing the Curtiss-Wright T49 turboprop engine. Two T49 engines are mounted in place of the four General Electric J47 turbojet engines at the inboard pod positions. Production B-47s, of which Boeing has built more than 1,000 at Wichita, Kans., for use by the USAF's Strategic Air Command as its standard medium bomber, are powered by six J47 engines of 6000 pounds thrust each, mounted in two double pods inboard and two single pods outboard on the wing. The XB-47D test aeroplane will retain the two outboard J47s during the test programme.

UNITED STATES

BONANZA WITH "NEW LOOK" FOR 1955

Beech Aircraft Corporation recently introduced the new four-place F35 Bonanza for 1955, the sixth improved version of the all-metal plane, which cruises at 184 mph, has a top speed of 194 mph, and a range of 775 miles. It is powered by a 205 hp Continental engine, with a 225 hp Continental engine offered as optional.

Many improvements have been added to the popular four-place, V-tailed plane, including a "new look" with the addition of a third window on each side of the cabin. These new windows provide 20% more rearward visibility for the pilot.

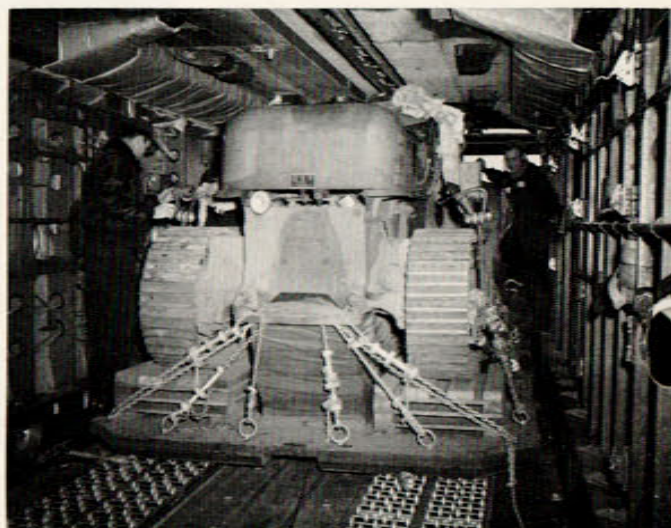
Shortened propeller blades with squared tips provide greater efficiency at cruising speed by reducing high speed propeller tip power losses.

Allowable airspeed for gear and flap extension has been increased in the new F35 Bonanza by

strengthening the landing gear and adding nose ribs to the flaps.

Designed specifically for business and executive use, it has the greatest speed and range of any single-engine executive aircraft. In addition, it is extremely economical to operate, giving up to 19.9 miles per gallon of gas.

Tucked into the cavernous hold of a C119, a giant crawler tractor weighing 21,000 lbs. sits on a special paratroop pallet before take-off on a test drop.



(Dan Frankforter)

TECHNICAL NEWS

Edited by

F/L C. CHESHIRE

CANADA

THE VICKERS VISCOUNT TYPE 724 FOR TRANS CANADA AIR LINES

THE T.C.A. Viscount 724, currently flying at Winnipeg, is the first type to be powered by the uprated version of the Rolls-Royce Dart turbo-prop engine, the R.Da.3 type 506.

This improved engine gives an increase in climbing and cruising power of 80-90 hp, with a 9 per cent reduction in specific fuel consumption. The extra power gives the Viscount 724 an increase of 18 mph in cruising speed, raising it to 320 mph average.

Cabin accommodation provides seating for 48 passengers in 12 rows of four-abreast seats. A flight crew of two and two hostesses are carried. There are two toilets at the forward end of the passenger cabin and a galley aft. Of the 20 "panoramic" windows, 14 are fixed and six are escape hatches.

The four-tank fuel system, with a capacity of 1,950 Imperial gallons, is designed for the use either of kerosene or of J.P.4 fuel, and uses flexible bag-type tanks providing individual feed to each engine.



HUNTING-PERCIVAL HELICOPTER

A HELICOPTER of a completely new design is under construction at Percival's Luton, England, factory. The P74 is the prototype of a twin-engined, single-rotor helicopter with accommodation for a crew of two and eight passengers, or an equivalent freight load.

The crew are seated side by side in the nose of the fuselage, in front of the passenger cabin which is divided into two parts with four seats in each compartment.

Two Napier Oryx turbo-gas generators form the power unit, and these are situated side by side beneath the floor of the forward half of the cabin. The gas produced by the units is fed through vertical ducting each side of the fuselage between the two cabin compartments, and converging above the cabin to pass through the hollow rotor head into each blade, finally discharges through nozzles at the blade tips.

An auxiliary gearbox, driven from the rotor shaft, provides electrical and other services, including, on the prototype, the drive for a small tail rotor.

In each gas duct there is a valve, controlled from the cockpit, the operation of which diverts the gas through vents in the fuselage enabling the power units to be run at full power on the ground. In addition, these valves provide the means for ensuring that in the event of an engine failure a reverse flow does not take place through the dead engine.

Fuel tanks are positioned beneath the floor of the cabin. The fuselage and the three-bladed rotor are of all-metal construction, the latter of stainless steel.

(Viscount)

The aircraft has a hydraulically-operated nose-wheel, and the undercarriage wheels are fitted with Dunlop brake assemblies incorporating Maxaret "non-skid" units. The Smiths autopilot, standard in other Viscounts, has been deleted from the TCA aircraft, but provision has been made for the equipment to be installed if required.

The cockpit windshield is composed of five panels, the three centre panels being electrically-heated NESA glass, supplemented by a fluid spray for de-icing in severe icing conditions. Each panel is fitted with a wide-screen wiper. The two side panels are tempered glass with vinyl interlayer, each incorporating a direct vision panel.

Air conditioning to the passenger cabin is supplied from a flush air intake on the underside of the fuselage, through three engine-driven Root's-type blowers used in conjunction with choke valves, intercoolers and air cycle refrigerators.

A cabin air recirculating system is fitted, which includes a Janitrol combustion heater for raising the cabin temperature both on the ground and in the air in the severe winter conditions of Canadian operation. This will maintain temperature in the cabin and cockpit at 65° F. in an outside temperature of -50° F. at an altitude above 20,000 feet. In addition there is an air cycle refrigerator to prevent the cabin and cockpit temperatures from exceeding 80° F. in sub-tropical climates.

Cabin pressurisation, up to a maximum of 6.5 lbs. per square inch, is regulated by a AiResearch

(Continued on page 32)

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FROM THE

OBSERVATION POST

by 'Scoop and Droop'

WELL our holidays are over for another year so here we are with a few highlights of the last couple of weeks.

The first items we should like to report is the announcement that the airmen finally have a set of twins to give competition to the Minor twins of Airwomen fame. We are speaking of Frank and Hank Hall, a couple of refugees from Halifax. Frank has been here quite some time but Hank just blew in one night last week. In-

cidentally, Hank usually can be seen sporting a large red tie.

Hillbilly music has taken over the Lounge these past few Wednesday nights, so if you like Western music at its best the boys will be happy to have you over.

Rumour has it that another Smoker will be held on the 25th of this month at the Lounge. If it is anything like as good as the last two it should be a great success.

To anyone who thinks that all the cats in Winnipeg have congregated in the third floor of Barrack Block 62 to fight their battles, rest assured, it is just the boys practic-

ing for the new band that is being formed on the station.

There is on the hangar line a very embarrassed fellow these days. The other night after a sociable evening at the "wets" this fellow seemed to be having trouble navigating, and was asked whether he required any assistance to reach his room. Needless to say he refused, so when he awoke next morning—alas, he had got the right number room, only it was in the wrong barrack block!

We had a letter from Bill "Lou" Squires, the former "Droop" of this column, the other day. He's doing very well these days. He even has a job! Bill is a disc jockey on radio station VOXM in St. Johns, Newfoundland. Name of the show is "Louie's Dance Land." Our boy has made good!

We take off our hats to the following people who certainly deserve some recognition for their fine work on behalf of the airmen.

- The janitor on the third floor B.B. 62 who never seems to stop working.
- All those people who work in the dry canteen on the old site, and do such a fine job of selling our magazine.
- The ladies in all our canteens, who also do a good job day in and day out.
- The Commissionaires who plod the station 24 hours a day 365 days a year, and do their usual excellent job.

AIR CADETS No. 6 SQUADRON



F/O Ken Keir helps the boys adjust their harnesses.



Members of No. 6 (Air Cadet) Squadron with F/O Ken Keir.

Air Cadet Squadron Honoured

REGINA — The most proficient air cadet squadron in Saskatchewan for the 1953-54 training season was the honour officially bestowed on No. 25 Campion college squadron. Honouring cadets was Air Vice Marshal K. M. Guthrie, Edmonton, who presented the squadron with the Saskatchewan shield of the Guthrie award. Some 100 persons attended the event held in the gymnasium of the Saskatchewan Boys school.



Airborne—I. to r.: LAC Lamont, F/S Darcey, and WO2 Mahood.

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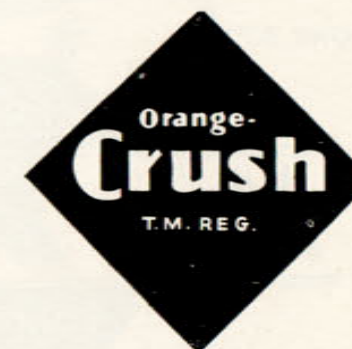
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NICE TYPES

(Continued from page 11)

Quite what A.O.C.s do for a living—besides running down innocent airmen at the salute—Plonk doesn't know. Not that it matters as far as he's concerned: he'd just as soon question the ways of Providence. Sooner, in fact; for if he did, Providence would be the less likely one of the two to tear him off a strip.

The only thing Plonk likes about A.O.C.s is that when they descend upon the RAF Station at Wingsover, which Plonk graces with his presence, then the real omnipotent god of the Station, the Group Captain Commanding, takes a back seat.

Plonk is all in favour of this. He feels that if you have once seen a Station Commander taking a back seat, you've got something—even if it's only a fragrant memory.

(More "Nice Types" in next issue.)

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TECHNICAL NEWS

(Continued from page 29)

controller which provides a range of cabin altitude selection from 0 to 8,000 feet. The rate of change of cabin pressure may also be selected over a range of 100-1,000 feet per minute. A unique feature of the TCA Viscount in this respect is that cabin pressure control is automatic and self-regulating during the climb to operating altitude.

De-icing of the mainplanes and tail unit is by a thermal system, using heat exchangers and the engine exhaust gas to provide heat. The complete thermal system has been fully proved by flights in the ice-forming conditions of the Canadian winter.

In general, the Viscount 724 for TCA has been to a large extent specifically tailored for the needs of a North American operator. The aircraft has been extensively converted to use much American flight instrumentation and radio, and the cockpit has been widely re-designed in detail to conform to trans-Atlantic practice.

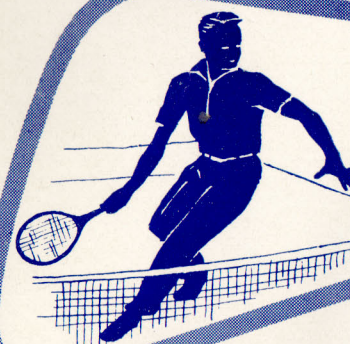
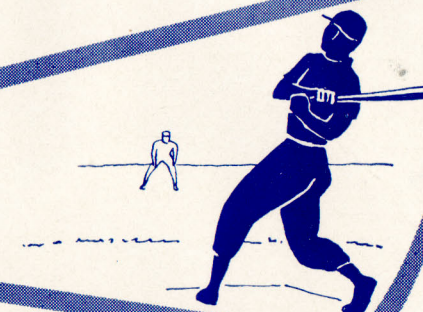
PLANE FACTS

(See back cover)

FAIREY GANNET

The Fairey Gannet is in service with the Royal Navy as a carrier-borne anti-submarine aircraft. It has a wing span of 54½ feet and is powered by the Armstrong siddeley Double Mamba turboprop engine. Carrying a crew of three it has sono-buoy and search radar equipment, and the size of the bomb bay indicates a powerful sting for use on any unwary enemy submarines.

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