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SEPTEMBER 7, 1956

collision attack*

This dramatic photograph with its perfectly etched pattern against the blue sky of mid-summer illustrates the split-second successful interception of an RCAF defender CF-100 against an enemy raider. RCAF squadrons across Canada, equipped with AVRO CF-100's, carry out these precise exercises as part of their daily task of round-the-clock alert.



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AN AIRFORCE NEWSMAGAZINE

VOL. 5, No. 12.

SEPTEMBER 7, 1956

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AROUND THE SECTIONS

FROM all reports, the **Safety Equipment Section** enjoyed an extremely successful quarterly party recently. I am told that these parties are held four times a year for no reason except that they like parties. LAC Hout was presented the traditional beer mug on the occasion of his transfer to Rivers. It seems that all departing members of the S.E. Section receive a duplicate beer mug which is in my estimation a very useful gift which can be put to many years of service.

THE **Photo Section** reports transfers. LAC and LAW Hossack, as well as Sgt. Beaudoin, his wife, three children and their dog, will all be home hunting in Ottawa which, I understand, is not the easiest thing in the world. The Hossacks will become part of the Photo Establishment at Rockcliffe while Sgt. Beaudoin will be with 408 Photo Squadron at Rockcliffe.

THE following is a message that Sgt. Johnson of the **Fire Hall** has asked us to emphasize:

"The week October 7 to October 13 has been officially declared Fire Prevention Week throughout Canada.

"Last year countless lives were lost and millions of dollars worth of material went up in smoke through carelessness. You could be involved in a fire anytime, any place, which would probably endanger your life and the lives of your loved ones or in any case it would destroy irreplaceable personnel property.

"It is your responsibility to ensure that no fire hazards exist around you, thereby safeguarding your family, friends, and property from possible destruction. Fire hazards cannot be disregarded. Remove them.

"Any fire department would much rather help prevent a fire than fight one. Remember! An ounce of fire prevention is worth a ton of ashes.

"Your local fire department can be contacted at Local 501 and when reporting a fire of any size call Local 206.

"In parting please remember this slogan: The best fire prevention is common sense. And please do not smoke in bed; your sleep may be permanent."

THE **Dental Clinic** reports that Capt. Cowan's infant daughter who caught pneumonia soon after birth is now doing nicely.

Once again we welcome another newcomer to the staff, Mrs. Sokol. We are glad to have you with us, Joy.

Capt. Falkner thought seriously of applying for flying pay when he came off his leave. While at the Beach he was carting out the garbage when a wasp stung him on the back of the head. From all accounts Capt. Falkner flew into the air, followed by the garbage. We've been wondering if his son Billie's increase in vocabulary can be traced to this incident! If you stand well back you might ask Capt. Falkner to tell you the story of "Billie at the City Park Zoo."

Sgt. Habart looks quite forlorn these days. His finances have diminished most rapidly owing to the installation of a "Swear-box" in the laboratory. Patients had better heed his warning and make certain no choice words are uttered while they are in the chair. They might lose more than a tooth!

If there are any competitions open for winning golf balls Capt. Cowan would like to enter same. Seems he lost five balls last Sports afternoon!

Exercise Points Up Importance Of Airpower

The stepped-up importance of craft in nuclear warfare was never better exemplified than in the nuclear war exercise Morning Star at Camp Gagetown. With camouflage of troops and all war equipment down to a fine art making for the concealment necessary in nuclear warfare, aerial photography studied under the eyes of experts is practically the only means of pinpointing troop concentrations or tank and gun positions. Both the RCAF and the naval air arm played a big part in the success of the 11-day operations.

RCAF Bren Team Tops

The RCAF proved the smartest Bren gun operators in the inter-service shoot at the DCRA matches at Connaught this year. A three-man team from Camp Borden RCAF Station walked off with top honors, chalking up 83 hits out of a possible 84. They shot a score of 141.

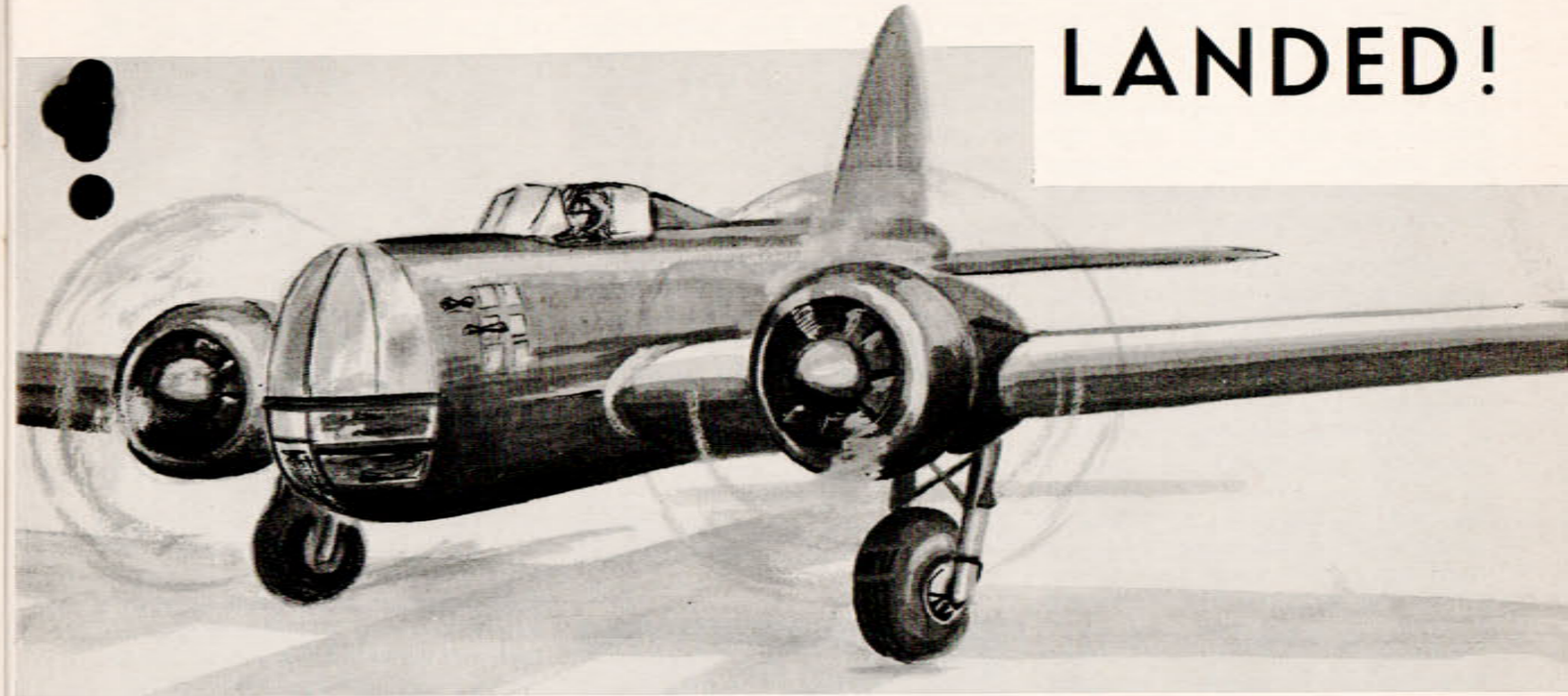
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A RUSSIAN BOMBER HAS LANDED!



By FRANK H. ELLIS

whose book, "Canada's Flying Heritage," won the James Strebig award for aviation writing.

THE two men stood at the foot of Goose Lake Lighthouse, gazing in wonderment as the big aircraft roared out of the murk from seaward, the sound of its twin engines filling the leaden sky. As it swept past, to be quickly engulfed in the gloom which overspread the landscape, the men looked at each other in astonishment, the unvoiced thoughts in their minds, "where has it come from?"

Suddenly the sound of the engines died. As the men waited, listening, the sound of a metal grinding and screaming against the earth came to their ears, as the machine went down to a belly landing, not far inland. As the echoes died away, the enveloping silence on Miscou Island seemed all the more intense.

Thus came the ending to a long on-stop flight from Moscow, but neither had witnessed the arrival of the first Russian aircraft to make a known landing on Canadian soil.

That non-stop flight from Moscow to Miscou was not on a war-like mission, but its success holds mighty portent today.

We know that the U.S.S.R. is

same machine, had made a number of splendid long distance flights across the vast reaches of Russian territory.

One, from Moscow to Vladivostock, made in a flying time of twelve hours in 1938, covered a distance of 4,712 miles without a stop.

building up a fleet of jet propelled military aircraft, and they make no bones about it themselves. There is no doubt too, that the North American continent is eyed by their higher-ups as a prime spot for such aeroplanes to head for, in case the cold war becomes hot. That modern bombers can easily cover the great distance in double quick time is news no more, but it was a surprise to the two light-keepers who witnessed the arrival of Russia's first non-stop air emissary, as it came in for a landing right on Canada's front doorstep.

The flight materialized in Russian minds through circumstances which were of a peaceful nature, after two of their pilots, and the

(Reprinted by kind permission of the editors of Avro-Canada "Jet Age.")

As relationship between the U.S.A. and the U.S.S.R. stood on good terms in 1939, plans were easily formulated for a Russian flight, which was planned to start at Moscow and end at New York. Everything was in readiness for the venture by the spring of 1939.

Illustrated by F/L Don Connolly.

So it came about that the two experienced Russian airmen, General Vladimir Kokkinaki, pilot, and Major Mikhail Gordienko, navigator, set off from Moscow's Tshelkovo Airfield at 4.19 a.m. on April 28, 1939, with the avowed intention of flying their all-metal converted bomber to New York. Their twelve

(Continued on next page)

A RUSSIAN BOMBER . . .

(Continued from previous page)

and a half ton craft was named the *Moscow*. The shorter air distance by way of the Great Circle route was chosen, rather than the longer hop straight across the Atlantic. Their heavily laden machine gained altitude slowly as they sped into the western sky as they passed Scandinavia, with Iceland their first land objective.

As they flew out to sea from the Norwegian coast, their altitude stood at 18,000 feet, and winds of tremendous proportion were encountered. Trouble also developed when the automatic pilot went out of order. It meant that Kokkinaki was faced with the severe task of flying the big aircraft manually all the rest of the way. A widening patch of liquid spreading over the right wing gave them further anxious moments, as they believed it to be a fuel leakage. They were on the point of turning back, when they realized it was fluid escaping from a broken pipe line of the automatic pilot.

A snack the airmen decided to enjoy about this time didn't turn out at all pleasant. They discovered the chicken sandwiches, apples, etc., were frozen solid. Outside temperatures then showed at 22 below, and there was very little difference in the cockpit, as the *Moscow* contained no heating equipment of any kind.

With their radio compass, no difficulty was experienced in keeping to their planned course, but Reykjavik, Iceland, was long overdue when they went over. The air speed indicator had shown them to be making 205 m.p.h. since leaving Moscow, but the tremendous head winds had cut their actual forward speed to 174 m.p.h.

So they flew on to Cape Farewell, at the southern tip of Greenland, their next intended landfall.

By now, they were flying high, 23,000 feet, just above the great masses of cloud formations encountered. In passing over the Danish Strait which separates Iceland and Greenland, only a few brief glimpses of the water were seen.

Although the airmen were wearing thick woolen underwear, and squirrel-lined fur suits of suede leather, topped off with eiderdown-lined flying suits, they both suffered from the extreme cold. An entry in the log book over Greenland stated the temperature was 33 below. Both men were obliged to wear oxygen equipment at high altitude, as the cramped quarters they were in were not pressurized.

Just as they were leaving Cape Farewell behind, they received welcome and astonishing help. A powerful tail wind caught them in its grasp, boosting them along to over 310 m.p.h. aiding them to reach Labrador coast in two hours flat, for the approximate 621 miles across Davis Strait.

Troubles again stacked up in earnest, the weather ganging up on them in no uncertain fashion. Great masses of cloud formations



Great masses of cloud barred their path.

barred their path from horizon to horizon, and they were obliged to go up to 29,500 feet to get above them. A temperature low for the entire flight was also registered, showing 54 below. If that wasn't trouble enough, the oxygen supply began to give out, so they were forced to fly down into the murk, having no choice in the matter.

Adding to their anxiety, New York radio informed them the entire east coast for hundreds of miles, and inland, was solidly shrouded in fog, and all airports were closed down, with ceiling and visibility nil.

With such unhappy prospects before them, the Russian airmen gradually decreased their altitude, eventually coming out beneath the cloud formations to find themselves half way across the wide stretch of the Gulf of St. Lawrence. No land was to be seen, just miles of water in all directions, profuse dotted with ice floes.

Then came real trouble. The fuel gauges indicated that the gasoline supply was fast reaching a zero ebb. Kokkinaki, realizing they had just about reached the end of their tether, changed course, to fly southwest, where he knew land to be.

Flying low, the airmen eventually spotted the coastline, and were no doubt happy to note there were a few scattered dwellings there as well. Visibility was bad; land, sea and sky merging into a grey void at a distance of 800 feet! Bad business for a land machine trying to find a place to sit down, with a landing speed of approximately 220 feet per second.

Suddenly, the anxious Russians spotted the gleam from a lighthouse beam, stabbing feebly through the gloom. Keeping it as a marker, they flew around, seeking a spot to land. They were able to see that much of the terrain was covered by small lakes. With the fuel on its last gulp, Kokkinaki chose the first open area he came to. Switching off the ignition to both engines he put the *Moscow* down to a belly landing, with the wheels fully retracted.

The two airmen were banged about for a few rough moments until the craft came to a halt; but, fortunately for them, the ground was muddy, and the aircraft came to a stop without severe damage. Gordienko, up front, was able to brace himself, and suffered no ill-effects; but Kokkinaki, fighting the controls, received a hefty wallop in the chest from the control column. A folding rubber boat packed in a metal container came adrift behind him, adding its insult by striking him on the head with considerable force. When they finally emerged from their cramped cockpit, they were cold and stiff from their long journey, only to discover they could not get at their emergency radio set. It was stored in a locker beneath the fuselage, and

the small door which gave access to it was buried in the ground.

Uncertain where they were, the Russians did not know that the beam which had guided them in was from the Goose Lake lighthouse, and that they were down in a bog, two miles inshore on Miscou Island.

Thirty minutes after the astonished light tenders had seen the aircraft flash past, they, together with a number of resident fishermen, located the stranded plane and its two pilots. The Canadians could not speak Russian, and the airmen were equally tongue-tied with English. However, it required little time to show the visitors where they were on their map, and for the first time they learned they were on a small island in Chaleurs Bay, off the northern tip of the province of New Brunswick.

The log of the flight gave the impressive information that they had covered a distance of 5,000 air miles, in 22 hours and 56 minutes.

Soon their arrival was flashed out over the air waves from the radio transmitter at the lighthouse and, while this was being done, the airmen slept.

Next day Kokkinaki was examined by a Canadian doctor, to ascertain if he had suffered injuries. He was found safe in wind and limb, but in possession of a great number of bruises.

When the weather cleared several days after the Russians had

reached Miscou, an aeroplane arrived from New York, and they were flown to the metropolis, where a splendid reception awaited them in typical American fashion.

Engineers later were despatched to Miscou Island, and the *Moscow* was dismantled, loaded on scows and towed to Halifax. The final event of its splendid performance, so far as Canada was concerned, ended when it was placed aboard ship and returned to Russia.

The rough, tough conditions which beset the Russians did not prevent them making the grade into the garden, so to speak, of America's next door neighbour. And that was seventeen years ago! Climatic conditions haven't changed one bit, but aerial navigation and aircraft surely have. There would be no difficulty now for Russian jets to make it, except for one thing, preparedness against them.

In connection with the 1939 flight, one thing in particular which stands out in happy remembrance was a letter addressed to the President of the United States of America. It was carried by the Russians from Moscow, and upon landing on Canadian territory, the letter was mailed from the Goose Lake lighthouse post office.

President Roosevelt showed great interest in the flight, and, viewing conditions as they exist today, the words of his reply hold unfulfilled portent. It read as follows:

May 12, 1939.
The White House,
Washington.

My Dear General Kokkinaki:

I have received the letter which you were thoughtful enough to address to me immediately prior to your departure from Moscow on April 28, 1939, and which you carried with you during your daring flight from Moscow to the eastern coast of North America en route to the United States.

Both the letter and the covering envelope, which I note was post-marked April 28, 1939, both in Moscow and New Brunswick, are valued by me as mementos of this historic flight made by you and Major Mikhail Gordienko.

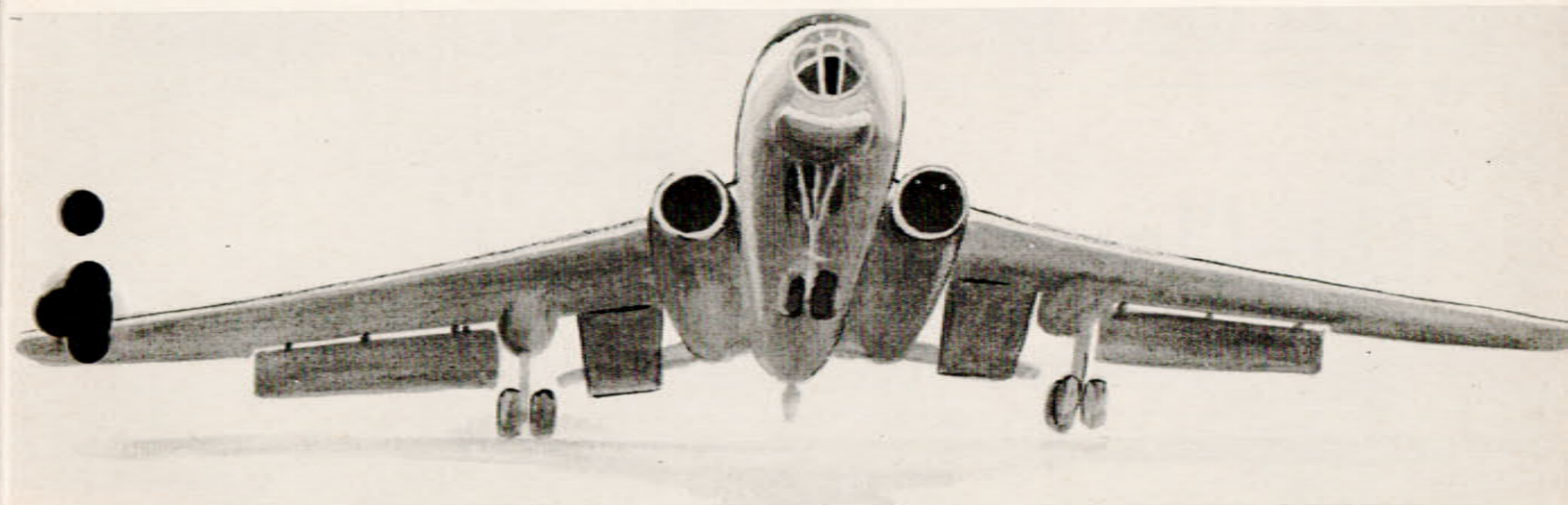
Please allow me to congratulate both of you upon the skill and resourcefulness which you have displayed and upon your safe arrival in this country.

Very sincerely yours

(signed)

Franklin D. Roosevelt.

With such cordiality then in the making between the two countries, the letter gives rise for thought. What might have happened if the heads of the great nations had continued in thoughts and deeds along the same lines, instead of allowing bad blood to simmer up between them to a degree where it now registers almost boiling point?



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Voxair Vixen
Brigitte Bardot



Edited by CPL. RON. BAYNES

AI STUDENTS TOUR AIR DEFENCE SQUADRONS



R.C.A.F. Photo

Pictured is a group of potential AI students who paid a visit to RCAF station St. Huberts last month on a tour of Air Defence Command squadrons. On arrival at St. Huberts they were welcomed by the Commanding Officer, Group Captain A. M. Jardine, and during the following two days toured the various sections, and were given familiarization flights in Mark 5 CF 100's. One of the highlights of the tour was a visit to the Combat Information Centre where the students were shown how the Centre staff plot the attacking aircraft on their operation boards, scramble the fighters and vector them on to the target, and follow the progress of the interception through reports from GCI operators. A most enjoyable week-end wound up with a beer party in the Officers' Mess when the hosts were members of 423 and 425 squadrons.



R.C.A.F. Photo

Time Catches Up With CF-100

It takes a lot of time, to say nothing of money, to build an air force and when it is completed it is already made obsolescent by the terrifying rate of developments. There is no better case in point than the three CF-100 squadrons which are to be added to nine already formed to bolster Canada's defences. According to RCAF headquarters, it is not expected that a three of the new regular force squadrons will be formed and operational until March, 1959. By that time the CF-100's with which they are equipped will be as out-of-date as the Model T. A supersonic successor to the CF-100, the CF-105, is already on the drawing board and the prototype under construction. The new fighter will also be an all-weather, long-range aircraft, but bigger than the present fighters and capable of a speed of between 1,400 and 1,500 m.p.h.

Record Breakers Reach Europe

Four jet pilots who set new cross-country flying times last month, have ferried their record-breaking Sabres overseas from St. Hubert Airport, as part of Operation Random 25. Two of the pilots, F/L Ralph Annis, of McAdam, N.B., and F/O R. J. Childerhouse, of Arcola, Sask., flew from Vancouver to Dartmouth, N.S., with one refueling stop at Gimli, Man., in 5 hours and 30 seconds. The other F/L B. J. McComiskey, Granby, Que., and F/O B. A. Merklinger, Oakville, Ont., spanned the same points, with an extra refueling stop at St. Hubert, in 5 hours, 12 minutes and 30 seconds. Operation Random is the name given flights ferrying Canadian-built Sabre jet aircraft to European bases by way of Goose Bay, Labrador, Bluie West One, Greenland, Keflavik, Iceland, and Kinloss, Scotland.

Sarah Pilots' Best Friend On Cold Night

RCAF fliers are getting pretty friendly with SARAH but their wives and sweethearts don't mind. "If it's true what they say about SARAH, she could be the best friend an airman—or his missus—ever had, especially on lonely winter nights," quipped a pilot. SARAH is no lady—in fact, she's only about the size of a lady's wrist—but she can send a pulsating, piercing electronic distress cry to bring help to downed airmen. SARAH (standing for Search and Rescue and Homing) is the latest development in its field, and the small but mighty device is now being purchased by the RCAF.

Reds Build Up Arctic Strength

Substantial reinforcement of Russian military air strength in the region adjoining the North American continent has taken place recently, according to U.S. Air Force intelligence officers. Apparently a significant part of the Soviet Union's accelerated output of fighters and bombers is being sent to bases in the far north-eastern regions of the U.S.S.R. Senior officers of the Alaskan Air Command believe that much of that mass-production is earmarked for North-Eastern Siberia, within easy reach, for bombers and fighters, of U.S. centres in Alaska and at a more extended range, of the American and Canadian north-western regions.

DND DOUBLES FLYING PAY



"Go over that part about the increase in flying pay, and speak slowly . . ."

RCAF Flying Pay Goes Up

In a move to attract more high-libre aircrew, the Defence Department has more than doubled the flying pay for Canada's military fliers. An Air Force spokesman last month estimated the raises will cost between \$5,000,000 and \$6,000,000 a year. The new rates, retroactive to July 1, boost the former flat \$30 a month to a graduated scale beginning at \$75 monthly and rising to a top of \$150 for active-duty aircrew. Qualified aircrew on staff duties

who maintain their flying proficiency have also been given raises but not quite so high as for full-time fliers. They run to about \$100 monthly. The raises apply to fliers in the reserve forces as well as members of the regular forces, but the rates are scaled down slightly. Top for an auxiliary flier is about \$125, the spokesman estimated. The new rates apply to aircrew personnel in the Army and Navy as well.



BRITISH BEAUTY

BEVERLY BROOKS

The loveliness that made photographer Baron judge her one of Britain's ten most beautiful girls has won Beverly a seven-year contract with the J. Arthur Rank organization. Her first film role was in "Man of the Moment," followed by a part in the new comedy "Simon and Laura."

Canada Shares In A-Weapon Tests

Four tests of atomic weapons will be conducted at the new atomic testing ground in Maralinga, South Australia, in September and October. Sir William Penney, director of Britain's atomic weapon research, said the tests were essential to gather new information and improve the design of the weapons. British, Australian, Canadian and New Zealand troops will participate in the tests, he said, to gain first-hand experience of atomic explosions. Canada has lent delicate nuclear measuring equipment and Canadian scientists will supervise it.

426 Sqn Bypasses Cyprus

Canadian army and air force uniforms look so much like British uniforms that the RCAF is avoiding Cyprus in its flights to the Far East this summer. So instead of stopping at this lovely, strife-torn island for a two-day crew rest, planes of 426 "Thunderbird" squadron now go on to Lebanon. The scenery there may be less impressive, but the chances of arriving safely in Saigon are a great deal better.

Airman Saves Drowning Child

A comparatively new method of artificial respiration, learned only two months ago by an airman, recently saved a two-year-old girl from drowning. Cathy Chouinard, found floating face down in the Rideau river, was plucked from almost certain death when LAC Gerald Barry, 412 Transport Command, Uplands, applied the "Neilson" method of artificial respiration and brought the child out of unconsciousness.

AIR CADET INTERNATIONAL DRILL TEAM WINS



TRAINED BY CPL. CAMPBELL

land Games in Fergus, Ontario, taking part in the afternoon's ceremonies with a precision drill display. On August 22 they left Camp Borden by air for the Minnesota State Fair where, before a crowd of 20,000 people, they beat the Civil Air Patrol Cadets of the U.S.A. to take the trophy.

On the evening of August 26, both teams put on a drill display in front of the grandstand, after which the Canadian boys were presented with friendship pins by the C.A.P. cadets.



Corporal Ken Toll, 28, 14 Training Group Headquarters photographer and frequent contributor to Voxair, has left Winnipeg for Ottawa where he will attend Carleton College. Cpl. Toll is one of several airmen recently offered the opportunity to take university training and to advance to commissioned rank in the RCAF on obtaining their degree. He will study civil engineering and will hold the rank of flight cadet in the air force during his period as a student.

Cpt. Toll, a graduate of Elfros High School, Sask., enlisted in the air force in February, 1948, and was employed for seven years at RCAF Station Rockcliffe and Air Force Headquarters. For the past year he has been a public relations photographer at group headquarters in Winnipeg.

He is married to the former Lucille Auger of Ottawa. The couple has a one-year-old daughter, Linda. Cpl. Toll's mother, Mrs. E. Toll, resides in Elfros.

FOR the sixth year the Royal Canadian Air Cadet International Drill Team has won the Major General Bowes trophy in competition at the Minnesota State Fair.

The International Drill Team is composed of air cadets from all ten Canadian provinces who are selected at squadron level for specialised training at the drill instructors' course, Camp Borden, Ontario.

Approximately 100 cadets attend the first four weeks of academic and basic drill training after which the team is selected on the basis of drill, deportment and bearing, and general smartness. The forty

cadets chosen to represent Canada are given a further three weeks of intensive precision drill—approximately 170 hours on the parade square.

This year's team was trained by Cpl. W. S. M. Campbell of Winnipeg, who also designed the 1956 crest, and Cpl. J. B. Belanger of Portage la Prairie. F/O L. Halliwell from Centralia was in charge, with F. S. Matherson as NCO i/c.

During the camp the strain of constant drill was relieved by several tours — to Niagara Falls, through the Ford factory, and to other places of interest.

On August 18, the members of the team were guests at the High-

PEOPLE AND PLACES

IN THE AIR FORCE

F/L John F. MacKay, 32, Protestant Chaplain at RCAF Station Chatham for over two years, has been transferred to RCAF Station Aylmer, Ont.

Wing Cmdr. Vaughan F. Ganderton, of Blackfoot, Alta., has been transferred from the directing staff of the Canadian Army Staff College, Kingston, Ont., to the headquarters of the Allied Air Force Central Europe (AAFCE), Fontainebleau, France.

W/C E. C. Likeness, CD, 38, of Ottawa, has been appointed Officer Commanding, RCAF Pre-Flight School at Centralia, Ont. He will be responsible for initial training of RCAF aircrew flight cadets. He recently completed the RCAF Staff Course at Toronto.

Wing Cmdr. I. Gilleen, 37, of Montreal, serving at Air Force Headquarters with the chief of telecommunications, has been selected to attend the current course at the RCAF Staff College in Toronto.

Sqdn. Ldr. R. G. Middlemiss, DFC, commanding officer of the Overseas Ferry Unit at the RCAF's St. Hubert Station, has been transferred to Air Force Headquarters in Ottawa. He left August 19 to take up his new duties.

Sqdn. Ldr. William F. Cameron, 43, of Vancouver, has been appointed air attache to Belgium with the acting rank of Wing Commander.



The Group Commander, A/C Rutledge, with the Commanding Officer at the saluting base during the recent annual Parade and Inspection.

BILLY BISHOP



Air Marshal William Avery Bishop, VC, CB, DSO and Bar, MC, DFC, Chevalier of the Legion of Honour, Croix de Guerre with Palm, is dead. The Owen Sound boy who became Canada's best known warrior died this month in Palm Beach, Florida, where he had lived in semi-retirement for several years. He was 62, portly and grey, but there was still something about him of the dash and charm of the boy hero. And there was magic in the name of the man who had shot down more German aircraft than any Commonwealth flier. The score — achieved in two short tours of flying duty—was 72. His biographer called him "the most spectacular fighter in the world." A generation before, the British had dubbed him "arf the blinkin' air force" and Germans labelled him "Hell's Handmaiden." In Canada, he was just "Billy" and the nickname stuck even in the Second World War when he came back to the service with high rank and the job of directing recruiting for the RCAF. As Air Marshal C. R. Slemon, Chief of the Air Staff, said, Bishop left "traditions and memories that will live forever in the hearts of all members of the RCAF."

S/L Leo Lafreniere, staff officer of religious administration at the RCAF 14 Training Group here since March 1952, and former editor of the French weekly, La Liberte et le Patriote, has been transferred to Lachine, P.Q., where he will be Command Chaplain at Air Transport Command.

Wing Cmdr. Arthur R. Holmes, 43 of Winnipeg, currently serving in the Comptroller division at Ottawa RCAF Headquarters, will attend the NATO Defence College course in Paris. On completing the course he will assume an appointment at Supreme Allied Powers in Europe.

German Pilots May Train Here

Canada may train about 500 German pilots a year in a short-term program, a defence department spokesman said last month. The Ottawa spokesman noted that Canada had given the German Air Force 75 F-86 Sabre jets under NATO mutual aid. "Under the German pilot training plan, we would just be doing for a new NATO partner what we have done and are still doing for other NATO countries," the defence spokesman said.

New Jet Starts Tests

One of the most powerful jet engines in the world, Orenda's new Iroquois, which will power Canada's supersonic dart-shaped CF-105 all-weather interceptor, is now being fitted for testing on a swept-winged B-47 bomber at Canadair's plant in Montreal. The bomber will not depend on the engine for flying power, but will serve merely as a testbed. The first laboratory flight is scheduled for some time this fall. Subsequent tests over a year-and-a-half will show whether the jet, designed and built in Canada, lives up to expectations.

WELSH BEAUTY



LAW BARBARA LANGDON

AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

MERCEDES TO RE-ENTER U.S. MARKET

ALL Mercedes lovers will be delighted with the news that this powerful concern is entering the American market within the next year. Perhaps we shall see some healthy competition in Detroit, competition from which you and I can't help but gain. If any name can be singled out as representing advanced engineering coupled with comfort, reliability, quality, and character, that name is Mercedes Benz, the oldest manufacturers of cars in the world. It will also mark the first time a Mercedes has been produced in America since 1904. As you may have guessed the Packard facilities will be used for manufacture and the Studebaker-Packard sales organization for marketing and service, all under the wing of Curtis-Wright. Cars to be made are likely to be the 180, 190, 190SL, 219 and 220. Unless they are assembled in Canada there will be little difference in our domestic price because of the 10% duty on American cars.

CADILLAC UNVEIL 1957 "ELDORADO"

THE first 1957 car recently announced was the glamorous, Monroe-ish, Cadillac Eldorado Brougham selling for around \$11,000 in Canada. Items of interest are four headlights, electrically released doors which all lock on one key insertion, and (for the ladies) Mouton carpets! The new lights should be a great improvement over older models as the filament is at the centre of the reflector on high beams and wattage is 150. All four operate on high beam and only the two outside lights when dipped. In dipped position the lights give better distance view and are aimed more to the right. One word of advice—don't adjust them yourself! The model released was a four door hard-top.

NEW CAR, ANYONE?

AFTER eight years of fighting, "us" poor aircrew can bow low in thanks to those wise owls who finally pushed through that most welcome hike in flying pay. In case some of you are now contemplating the purchase of a new "furrin" car I'll give you all the current prices (port of entry. Add a hundred or so for central Canada) of the most popular models in Canada, and the overseas price for personnel with No. 1 Air Division. All figures are approximate. In addition, at the risk of sticking out my neck, I've given an 'A,' 'B,' or 'C' to each model, denoting my personal opinion as to all-round value in its own field. 'A' indicates a best buy, 'B' alright, and 'C' I leave to your own interpretation. None of the popular small sedans that are very well known on our streets are mentioned, for the obvious reason that a rating is unnecessary here. '*' indicates two seater cars.

MAKE AND MODEL	CAN. PRICE	OVERSEAS	RATING
Aston-Martin DB2-4	\$7,000	\$5,000	A
*A.C. Ace	\$4,100	\$3,000	A
*A.C. Aceca	\$5,000	\$4,000	A
Austin A 90	\$2,300	\$1,750	C
Austin A 105	\$2,600	\$2,050	C
*Austin-Healey 100	\$2,899	\$1,985	B plus
Borgward Isabella	\$2,500	\$1,700	B
*Corvette	\$4,600	\$3,200	B
*Ford Thunderbird	\$4,500	\$3,200	C
Humber Station Wagon	\$3,100	\$2,450	B
Jaguar 2.4 Sedan	\$3,795	\$2,780	A plus

MAKE AND MODEL	CAN. PRICE	OVERSEAS	RATING
*Jaguar XK 140's	\$4,200-	\$3,000-	B Plus
	\$4,900	\$3,700	
Jaguar Mark VII Sedan	\$4,600	\$3,100	B
Jensen 541 (4 seater sedan)	\$4,500	\$3,300	A
Mercedes 180	\$3,000	\$2,200	B
*Mercedes 190SL	\$4,800	\$3,900	B
Mercedes 220	\$4,400	\$3,300	B plus
*Mercedes 300SL	\$8,900	\$6,900	A plus
*MG "A"	\$2,200	\$1,700	A
MG Magnette	\$2,500	\$1,850	B plus
*Morgan Plus Four (TR)	\$2,400	\$1,750	A
Morris Isis	\$2,400	\$1,800	B
Morris Isis Station Wagon	\$2,650	\$2,000	A
*Porsche 1600 Hard Top	\$3,800	\$2,900	A plus
Renault Dauphine	\$1,750	\$1,450	A
Riley Pathfinder	\$3,700	\$2,750	B plus
Rover 90	\$3,250	\$2,600	A plus
Singer Hunter Special	\$2,500	\$1,750	B
Sunbeam Rapier	\$2,600	\$2,050	B
Sunbeam Mark III	\$3,200	\$2,400	B
*Triumph TR 3	\$2,600	\$2,000	B plus
Volkswagen de Luxe	\$1,700	\$1,150	A
VW Karmann-Ghia	\$2,500	\$1,800	A

Ratings are based on a balance of the following factors: value for money, quality and comfort, dependability, servicing, depreciation.

EUROPEAN RACES

Nurburgring: J. M. Fangio gained ground in the title for World Champion driver by winning the Grand Prix of Germany in a Ferrari. He also broke the long-standing lap record, thereby earning nine points to give him a total of 30 for the season thus far. Collins and Behra are his nearest competitors with 22 points each, but it looks like another title for Fangio.

Kristianstad: Phil Hill of Santa Monica, Calif., finished his Continental sojourn in a blaze of glory as he and Maurice Trintignant drove a 3.5 Ferrari to victory in the Swedish 1000 Kms for sports cars. Ferraris finished 1, 2, 3, giving them the Sports Car Championship for 1956. Phil was due to run at Road America in September.

U.S. RACES

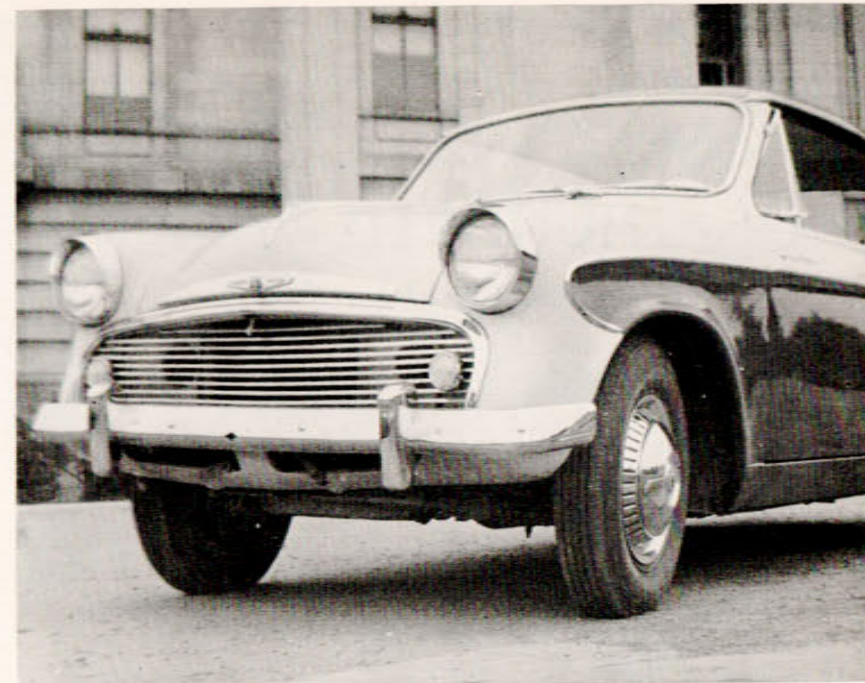
Elkhart Lake: Road America saw its first stock car race, a lively event won by a Mercury which averaged 71.48 mph for 250 miles. Although "approved" rather than sanctioned by F.I.A., the race was attended by an official F.I.A. observer.

Seattle: The main event at Seafair was won by Carroll Shelby (4.9 Ferrari). Masten Gregory (3.5 Ferrari) was 2nd, Jack McAfee (Porsche) 3rd. Under 1500 main went to McAfee.

RECORDS AT BONNEVILLE

In recent activity of sports car marques on the salt flats, Ken Miles and John Lockett co-drove the ultra-streamlined MG (EX-179) to a clean sweep of all Class F records up to 12 hours. Overall average speed was 141.71 mph, and the 200-mile record was 154.3 mph. Also, an Austin-Healey "endurance car" re-wrote the Class D records up to 6 hrs., with Roy Jackson-Moore and Carroll Shelby as drivers.

Driving the 1956 Sunbeam "Rapier"



A colorful little Sports Sedan.

"TECH SPECS"

ENGINE

4 cyl, ohv, 76.2 mm (3 in) x 76.2 mm (3 in), 1390 cc (85 cu. in), 62 bhp at 5,000 rpm, 8 in clutch, c.r. of 7.5:1.

CHASSIS

Unitary construction, independent coil in front and semi-elliptic rear, worm and nut steering, 9 in brakes, 12 volt 38 amp hr battery, gears—3.95 (OD), 5.22, 5.89 (OD 3rd), 7.788, 12.905, and 16.642. Reverse—21.08:1.

GENERAL

Length, 160½ in; Width, 60½ in; Height, 58 in; Wheelbase, 96 in; Front/rear track, 49/48½. Curb weight, 2400 lbs.

EXTRAS

Radio and whitewalls.

PRICE

\$2695 f.o.b. Winnipeg.

DEALER

Walsh-Graham, Sargent and Arlington, Winnipeg.

FOR the past several months a number of these colourful little sports sedans have been running around Winnipeg streets. To the uninitiated allow me to present the Sunbeam Rapier (a Rootes sword thrust at the American market!), a surprisingly agile and comfortable little bus which is endowed with several very good assets. It has, I suppose, been designed by that school of British thought which believes that anything that sells successfully in America must look American—hence the "squashed" Studebaker lines, plus the added bits of useless "tin" inside and outside the car. Accepting these faults we find this is still a most enjoyable packet, which is almost worth its high price. Most of the general chrome is good quality, the paintwork nice and the "line blending" pretty to my eyes. Likely to be a winner with the women.

FOR THE DRIVER, EXCELLENT

The Rapier is decidedly a fun car for the driver what with quite good roadholding combined with comfortable seat cushions, good brakes, and easily reached controls. The starting key ("turn-to-start" variety) gets the smooth four cylinders ticking quietly over with the minimum of effort. You must spend a moment getting used to the high hand position required by the wheel, and you are ready to go. The car steers easily, maybe a bit on the heavy side, but accurate, anyway, with no play—I could add that I'd like arm rests for long drives. All the pedals have been made pendant now and both brake and clutch pedal are hydraulically actuated; a comfortable fast pair. It takes a few miles to get used to the rather wide "H" of the column gear shift before you feel at home. It's one of the best steering column versions but surely its travel can be cut down? The Rapier accelerates well in first gear and in all others above 3000 rpm, when the engine seems to get its bite home. Overdrive changing (centrally mounted in the dash) flicks with great ease and gives only a slight jerk from gear to gear. This nice asset, included free, might even boost fuel consumption to near 40 m.p.g. on long trips at 60. A comfortable cruising speed could be anywhere from 60 to 75 and a top of 86 should show the car's in good shape. Despite small size this engine proved to be exceedingly willing and smooth—a remarkable good point on a four—and even at high revs there was no sign of bounce. If you attack your corners in a sports car fashion you'll discover that the Rapier rolls moderately but you keep good control right down to the breakaway and a little after. Brakes (9" finned) also came out on the credit side—positive, moderate effort and no fade.

Rootes have thoughtfully balanced brake drums and wheels—like the Sunbeam III—an item you will like at speed. Town driving was made almost too easy by the acres of glass surrounding the fish bowl cockpit, which has been added to aid the inherently easy driving characteristics of the car. Therefore, from the driver's point of view, the Rapier is a pleasant addition to the range of cars available on the market.

AWKWARD TO WORK ON

Because of the compact dimensions, and the amount of room given the interior and trunk of the car, servicing facilities looked to be most awkward (a Rootes failing) for any item other than routine checks. I can foresee many curses and barked knuckles as a result. That trunk is enormous for



... the trunk is enormous ...

such a little machine. In addition the space is easily reached, but the picture was spoiled a little by the fact that shutting could only be accomplished by hefty slamming—might be a fault of that individual specimen. Gas filler is accessible and just above the rear bumper (see cut on page 15).

(Continued on page 15)

Cpl. Mel Dagg takes a look at things . . .

SIXTEEN HUNDRED FEET UNDER

Whilst on a fishing holiday in the Red Lake area Cpl. Dagg had an opportunity to go down into a gold mine and look around. Needless to say he grabbed it, and this is his account of his experiences.



New Dickinson gold mines, Red Lake, Ontario. Holders of the Safest Mine In Canada award for the year 1955.

FISHING! Now there is a subject that always interested me. It's a great sport with lots of thrills. One never knows just what will be on the end of that line when it is brought to the surface. Will it be a musky? A bass? Or will it be that really BIG one that is supposed to be lurking there?

When we decided to take our holiday in the Red Lake area of Northern Ontario we had nothing more in mind than to take advantage of the bountiful fishing that was to be had there. Little did I expect that I would have one of the greatest experiences of my life by descending 1,600 feet underground to the bottom of a real honest-to-goodness gold mine!

After spending a week in the greatest fishing country that I have ever had the opportunity to be in, I was politely but firmly advised by my host, who is employed in the mining industry, that it was about time I stopped spending all of my time at such a foolish endeavour as fishing, and accompany him in a descent down the shaft of a gold mine to see how the other half lives. Though preferring to take my chances of survival

above ground, I was persuaded to make the drop and arrangements were made with the mine foreman to escort me.

My adventure was to take place at the New Dickinson Mines, and I was assured that it would be perfectly safe as this mine won the Safest Mine in Canada award for 1955. This fact served as great consolation as I had visions of the whole thing caving in about my ears.

We arrived at the mine at 7 p.m., one hour before the night shift was to go on duty. While the boys got into their working togs I amused myself by wandering around taking pictures, asking questions, and making a darn nuisance of myself. As zero hour approached the foreman informed me that I had better get dressed for the occasion. I had on shoes, pants and shirt—what more did the man want? However, it seems that unless one resembles a polar bear in appearance the chances of freezing to death while underground are very good.

Rigged out in a heavy coat, rubber boots, wide leather belt, a helmet that resembled an inverted turtle shell, a battery on my belt, and the most necessary item of all—a miner's lamp—I was ready for the perilous descent.

The miners are lowered to their work in a "cage" which, I was told, may vary in design and construction, yet all serve the same purpose—that of lowering and raising the men and equipment in the mine.

As soon as the cage door was opened a terrific blast of cold air from the mine shaft hit me. The other chaps didn't mind it of course, but I did the Irish Jig to keep from becoming pertified on the spot. Stepping gingerly into the cage, the doors clanged shut behind us and we began our descent which was uneventful except for the increase in pressure until the ears popped at the 800-foot level.

Coming to our first stop at the 1,000-foot level we stepped out into the mouth of the mine tunnel. I was somewhat surprised to find that it was quite large and had electric lighting. But that was as far as it went and any light from there on was supplied by our head lamps—and a surprising amount of light they gave, with the battery supply lasting for about 12 hours.

Water seemed to be dripping from everywhere, and as I sloshed along behind the foreman I had to keep a sharp watch on the tunnel floor for such hazards as the rails for the mucking machines and ore haulers and outcroppings of rock. I expected to fall flat on my puss at any moment.

There was absolute silence in the tunnel except for the occasional muffled report from a blast on the level above. But presently I could hear a roar in the distance that gradu-

ally grew louder as we got closer. Rounding a bend in the tunnel I could see nothing but a dense, grey haze that would have put the infamous London smog to shame. By this time the roar had become deafening and even communication by shouting was impossible.

After proceeding through this fog for some distance I was able to distinguish two men who appeared to be hanging on desperately to an assembly of drills supported on high mounts. I say "hanging on" because the drills seemed to be doing all the jumping and heaving while the men merely concentrated on staying with it.

The two miners stopped work briefly to make some minor adjustment and I took the opportunity to question them about their work. The drills, I was informed, were used to make holes in the rock into which blasting powder would be inserted and then detonated. Over thirty holes are drilled in such a manner that when the blast occurs it blows the rock to the rear from where it can be readily removed from the mine. The biggest percentage of this rock is worthless and it is taken out only to extend the tunnel to some predetermined point where the gold exists.

The gold is previously located by drilling hundreds of feet with long diamond-headed drills. When a vein is discovered the tunnel is made in the direction of the vein by drilling and blasting.

Shortly after, while rounding another corner in the tunnel, we came close to being run down by a snorting little engine on tracks which was pulling a load of filled ore cars. These small muck trains or "ore trains" as they are called, are the "work horses" of the mine. All blasted rock is shovelled into them either by hand or machine and then removed from the mine. A word must be said here on behalf of the muckers who shovel this rock into the cars. This is the most back-breaking labour I have ever witnessed. I prayed that some joker wouldn't decide that I was a resting miner and throw a shovel at me.

Tons of muck are shovelled by these men during each shift. Without them the work of the mine could not continue. Each year a competition is held in shovelling muck and in this contest a ton must be shovelled in three minutes. A great deal more strenuous than pounding a parade square to my way of thinking!

Some of the tunnels of the New Dickinson Mine at Red Lake stretch for a mile in length and I suspected that we had chosen the longest for our inspection as my legs felt as if they were worn down to the knees. Noting my plight, the foreman kindly suggested that we return topside.

On reaching the surface I was very much surprised to find that we had spent two hours

underground. Time seems to fly when one is down in a mine and while talking later to some of the miners they mentioned that one of the better points of mining was that time passes quickly while they were employed at underground work.

After climbing out of my miners' outfit I was taken on a tour of the surrounding buildings and shown the processing of the muck after it is brought up from the mine



The "work horses" of the mine. Small ore train used for removing blasted muck from the tunnels and eventually to the surface.

proper. Great crushers break the rock down to finer particles which are in turn broken down again and then washed. From these various washings and other processes comes the gold—pure, yellow and wonderful-looking stuff worth about \$30 an ounce. I could readily see why so many people had met death in their search for this precious metal. The sight of it seems to bring visions before the viewer's eyes. For myself it brought pictures of cars, yachts, mansions and other things far beyond any previous dreams.

Thus ended what I considered a great experience. Never having been down in a mine before and being unlikely to get another opportunity, I found it most enlightening to witness the recovery of this valuable mineral from the depths of the earth and its production as a metal which we all take so much for granted.

From now on I'm going to insure all my rings and inlaid gold typewriters—in gold, of course!

AUTOMOBILES . . .

(Continued from page 13)

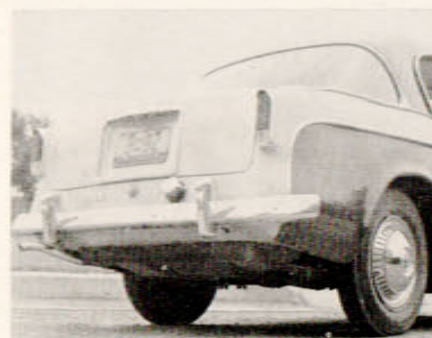
HEATING AND VENTILATION IS SUPERB

The interior layout and equipping has been well thought out, yet being hypercritical I was disturbed by tiny little lights and other small pieces of evidence pointing to mass assembly and attempts to save the odd penny. The dash is very complete containing a tachometer, speedometer, oil pressure, water temperature, ammeter and fuel gauges. Plus centrally mounted over-drive control (Laycock sustained drive type) and two speed wipers (most efficient—should handle storms of Niagara Falls calibre!). Congratulations on that superb heating and venting system; nobody need now be shy of this equipment at 40 below—and about time, too. Seating comfort in front and

have a

Player's
"MILD"

THE
MILDEST
BEST-TASTING
CIGARETTE



... gas filler is just above the rear bumper ...

rear is very good, in fact passenger layout could hardly be bettered. As an item of convenience I might mention that all the windows disappear into the bodywork when fully opened, something rare on most British cars. Because of the low overall height the interior room has been added to by stepping the floor down into the chassis; probably made possible by the unitary construction.



Interior layout good.

AN INTERESTING AND LIVELY LITTLE CAR

To sum up let us say that this is an expensive little car of interesting specifications, and lively performance, which promises to give good service under the most adverse Canadian conditions. All in all I'm personally inclined to feel that the car is worth the price because of what it offers as an inclusive package, but that still doesn't excuse the makers for charging the figure asked.

MATHEMATICS

ADVANCED

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LAC Don Parker

Personality

Warrant Officer
ERNIE MUNRO

Joined Up In '37

Ernie has been in the Service for 19 years. But his experience in Messing goes back further. Born in Barrie, Ontario, he was a qualified baker when he joined the RCAF in 1937. Stationed at Trenton when the war broke out, he was caught up in the frenzied activity attendant on the overnight expansion of the Service. At Brandon, where he was posted in 1940, he has fond memories of feeding 4,000 men daily in a mess-hall designed for a few hundred. Brandon wasn't all bad though. It was here that he abandoned his single status in favour of Miss Frida Selgensen, for which he still thinks kindly of Brandon.

Remusters to Aircrew

Transferred to Edmonton in '42, he found that he was out of the frying-pan into the fire, messing-wise. Deciding that a change was as good as a rest, he remustered to aircrew. He progressed through ITS, Edmonton to B & G School, MacDonald, Instructors' Course at Mountain View, and back to MacDonald where he flew on Fairey Battles. After a spell at Fingal,

Ont., he was posted overseas. In November 1943, he stood on the deck of the "Mauretania," bound for England, possibly reflecting that he was away from Messing for a while.

A good man and his trade are not separated that easily. A familiar face emerged from the crowds aboard, that of an old friend from pre-war days at Calgary. He was now, it seemed, Transportation Officer on the ship. He greeted Ernie with almost unreasonable fervor. There was some talk of a comfortable cabin for the trip . . . Next morning Ernie found himself in charge of the ship's mess, feeding a daily five thousand. He didn't get the cabin either.

That job ended when the ship docked, and restored to Air Gunner status, Ernie reached 433 (Porcupine) Squadron at Swinton-on-Swale. The Porcupines were flying Halifax 3's and he set up shop in a mid-upper turret. He commenced an operational tour.

Shortly afterwards, he underwent the unenviable experience of being bombed while airborne. Over Wilhelmshaven at twenty thousand feet, the Halifax received the benefit of an incendiary bomb-load courtesy of an aircraft higher up. They got the fire out eventually and, despite a tendency on the part of the aircraft to head back into Germany, reached a South Coast base.

Captured by Germans

On November 4, 1943, he was not as lucky. Returning from a raid on Bochum and pursued by flak batteries in every town and village along the route, they were shot down. The crew bailed out. Ernie, separated from the rest of the crew, buried his chute and decided to walk home. For a Messing type, there are no impossible problems of nourishment. In the midst of hostile territory, Ernie successfully lived (scrounged) off the land for ten days. A few miles from the front, he was captured by a unit opposing the Allied advance. He was taken by way of Dusseldorf and Frankfurt to a POW camp at Bankau. He recalls that the German civilian population took a dim view of captured aircrew, and on several occasions seemed inclined to relieve their feelings by taking him apart. However his luck held

out and he reached Bankau with all his arms and legs.

Messing conditions at Bankau were deplorable. Germany was falling apart under the allied attack. Prison-camp staffs lost no sleep in worrying about diets. Soup once a day, with the odd potato and a slice of bread were standard fare at Bankau, a situation which must have had something to do with Ernie's eventual return to Messing.

Finally with the Allied armies nearing Bankau the whole camp was yanked out and started on a five-week march to a more easterly site. The weather was well below zero and all in all, the trip bore little similarity to a pleasure tour. Forty pounds lighter, Ernie reached the new site, Luchenwald POW Camp in Prussia. The camp was the oldest of its kind in Germany, dating back to the Crimea War period. Ernie was undaunted. At Bankau he had liberated from an evacuated warehouse several thousand cigarettes. These were good bargaining currency for food from the guards. Now he acquired from an unguarded stock-pile a 250-lb. bag of sugar, priceless in those days. Throughout his experience in Germany runs a similar thread of coups—a giant roast of pork acquired on the march, the cigarettes at Bankau, processed eggs at Hildersheim. One gets the impression that POW's lucky enough to be around Ernie ate fairly well. Procurement is a big part of Messing, and putting a wire round a former Mess Sergeant doesn't change anything. Indeed it seems possible that depletion of food resources at Ernie's hands may have hastened the fall of Germany.

Russians Liberate Ernie

One Sunday morning in May '45, the Russians reached Luchenwald. They rolled down the fences with their tanks and liberated Ernie, along with several thousand Rus-

sian, British, Canadian and American POW's. Another period of confused waiting followed. Used to walking by now, Ernie decided to walk home. With a friend he headed for the Elbe. At one point he spotted a Russian soldier busily confiscating every bicycle that



LAC Don Parker

passed. When Ernie asked for one he was referred to the Commandant whose office was in the City Hall. Ernie visited him and made his pitch. It went over like a lead balloon. Up came the fur-hatted Commandant from his desk, pistol at the ready and obviously very sore about something. He was bellowing at the top of his voice and he had a trigger-happy look. New track records were broken that afternoon on the other side of the Elbe.

Back to Canada

Finally Ernie reached more hospitable regions. After a spell in hospital he was repatriated to Canada in July 1945. He worked at Control Tower in Calgary for a while. In 1946 he returned to his old job, in charge of Mess. From there he

went to Uplands, in charge of Messing and back to Calgary. In August 1951, Winnipeg gourmets hit it lucky—he was transferred here.

With almost twenty years in, Ernie is no hearkener for the "good old days." They were OK, he says, but standards, equipment, training have all improved. The complex business of Messing absorbs him, and he likes Winnipeg.

His plans for the future include a trip to Europe some time to revisit his old stamping grounds with his wife and the children, Jimmy, 15 and Lorraine, 9.

Champion Bowler

To say that he is active in sports would be an understatement. He is an ardent Lawn Bowler and is in fact the 1956 Manitoba Champion (Singles). He represented the province in the Dominion Championships this year. Among his trophies are the Goodyear Singles, (two years in a row), and the Hudson's Bay Trophy, 1952. He would like to see Lawn Bowling on the Station and we suggest that if you are interested you phone him at the Combined Mess.

Despite his many adventures and travels, Ernie remains the most modest of men, and Voxair found him somewhat reluctant to dwell on his exploits and accomplishments. We are happy to take this opportunity of saluting Ernie Munro, an "Old Sweat" with new ideas.

COVER STORY

This unusual shot was taken from the top of No. 16 Hangar during the recent Group Commander's inspection. Photographer J. B. Smith of Winnipeg Photo Section caught the Group Commander and party as they commenced an inspection of the station hospital staff.

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• • A NEW LOOK IN PARADES • •

GREETED THE GROUP COMMANDER 14 TRAINING GROUP ON HIS ARRIVAL AT STATION WINNIPEG FOR THE ANNUAL INSPECTION

THE morning of September 19, 1956 saw a new history made at RCAF Station, Winnipeg. On the occasion of the Group Commander's annual tour of inspection Winnipeg departed from the established pattern, and offered a "new look" in parades.

The accepted form for inspections of this sort has always been to assemble all personnel with shoes shined, fresh haircuts, and knife-edged creases in the trousers of their best uniforms, and to march them up and down for half-an-hour or so, inspect them, take their salute and dismiss them.

This has been the tradition, but Winnipeg may have set a new style.

On this bright, crisp September morning the Group Commander, Air Commodore H. H. C. Rutledge, OBE, CD, arrived at the 16 Hangar tarmac on the west side of Winnipeg's Stevenson Field to be met by a most unusual sight. Presented for his inspection was the station "at work."

The pilots and navigators were on parade as always, but so was their equipment. The medical staff paraded with their ambulances, the fire section paraded their fire fighting equipment, the ME section lined up their vehicles—and all personnel, including civilians, except for 3 squadrons designated for the march past, and the Guard of Honour, were in their normal working dress.

From the south side of the tarmac north as far as the eye could see were row upon row of silver Expeditors, Dakotas and Mitchells, of ambulances, fire trucks and buses, of aircraft starting equipment, hydraulic lifts, and fire extinguishers, all cleaned and polished in readiness for this important occasion.

Group Commander drove slowly along the mile long strip of tarmac and taxi strip pausing briefly here and there to address a few words to a pilot, a navigator, a driver, a fire fighter, or a mechanic. On completion of the inspection he proceeded to the reviewing stand on 16 Hangar tarmac where he took the salute at the march past of the squadrons. The Group Commander addressed the parade in these words: "This has been a magnificent parade. It is the first time I, personally, have

(Continued on page 28)

Left: One of the aircraft crews lined up for inspection in their normal flying clothing and with navigation equipment to hand.

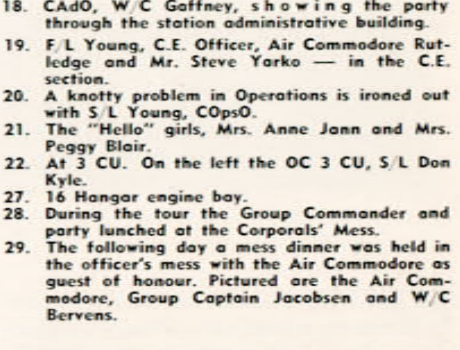
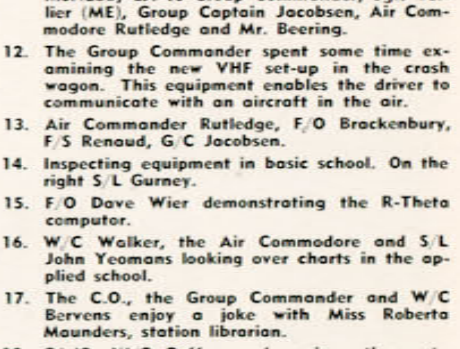
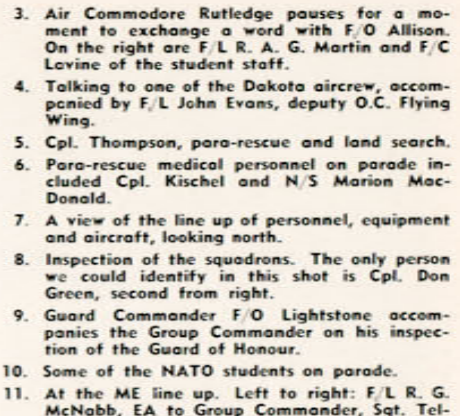
Right: The Group Commander, A C H. H. C. Rutledge, OBE, CD, at the reviewing stand during the march past.

Below: An aerial view of the west side of the field showing the line up of aircraft, equipment and personnel on the morning of the parade.



AFTER THE PARADE THE GROUP COMMANDER TOURED THE STATION

The accompanying pics shows some of the sections visited





MIG-17's are used as the backdrop for this picture of Russian pilots, taken from the Soviet newspapers.

IN THE United States and in most Western countries, a man trained as an electrical engineer has a wide range of employment possibilities. He may, for instance, seek a job with a firm manufacturing electrical appliances or with a telephone company improving the efficiency of communication networks, or with an aircraft builder designing automatic control or radio equipment.

The situation is altogether different in the Soviet Union. Responsibility for the productive activity of the nation is divided among a small number of powerful ministries, each of which has full charge of a definite segment of the industrial economy: the Ministry of Heavy Machinery Construction builds steel plants, large installations, and the basic productive equipment facilities; the Ministry of Light Machinery produces automobiles, trucks, medium machine tools; and so on.

Each ministry trains in its own

institutes the skilled personnel—engineers, economists, and others—necessary for its operations.

HIGHER EDUCATION

Among the 791 institutes of higher learning in the Soviet Union there are 33 universities; 302 institutes devoted to training elementary and secondary school teachers, librarians, etc., and 456 institutes of various sorts devoted to professional training, 296 of the last (65%) devoted to engineering.

Of 128 major subjects in which Moscow University offers a degree, 95 (74%) are in the natural sciences and engineering, indicating the predominant place of the natural sciences and engineering in the Soviet educational scheme. In contrast to the American system the Soviet system is highly centralized.

University (and to a lesser extent polytechnic institute) students are destined for careers in teaching and research.

CURRENT AFFAIRS

By

DR. L. A. GLINZ

Current Affairs Adviser—

Joint Services

RUSSIAN ENGINEERING EDUCATION

POLYTECHNIC INSTITUTES

There are in the Soviet Union 25 Polytechnic institutes with a total enrollment of approximately 120,000. With the aeronautical institutes, they provide the main body of engineers and specialists for the aircraft industry.

In purpose and scope the polytechnic institutes resemble American institutes of technology, as the Massachusetts Institute of Technology, or German type *Technische Hochschulen*. They train young men in the fields of applied science and engineering, the emphasis more on the engineering approach than on detailed information.

AERONAUTICAL INSTITUTES

The engineers employed by the aircraft industry in Russia are primarily graduates of aeronautical institutes. The seven aeronautical institutes have a total enrollment of 20,000 students. Estimated on the basis of available figures for the number of staff members:

- *Ordzhonikidze Moscow Aeronautical Institute* has 6,500 students.



One of three Sukhoi experimental delta fighters that flew at the Tushino air show. This model shows radome nose, chin air intake which may be bifurcated and 30 mm. cannon gunport just forward of leading edge of delta wing. Note thin delta wing and low set horizontal tail.

- *Moscow Air Technology Institute* has 3,000.
- *Leningrad Air Equipment Institute*, 2,500.
- *Kazan Institute*, 2,500.
- *Kharkov Institute*, 2,500.
- *Kuibyshev Institute*, 2,000.
- *Ufa Institute*, about 1,000.

Total figure of 19,000 to 20,000 may be compared to about 6,600 aeronautical engineering students in the United States in 1954—noting, however, that the field covered by students of Soviet air institutes is a good deal broader than that covered by students in the United States.

Soviet aeronautical teaching is centered in seven large institutions located near airframe plants, whilst aeronautical students in the United States are scattered in 71 small departments, the largest 13 of which have an enrollment of 200 to 350 each and are not necessarily located near major centres of aircraft construction.

Since the regular course lasts 5½ years, one may expect a yearly graduating class of 2,500 to 3,000 (among them 1,100 to 1,200 in aircraft design). Aeronautical engineering departments in the United States graduate approximately 900 bachelors and masters and 40 doctors every year.

It would appear that the entire Soviet engineering education system has been geared to systems engineering since its early development, and that, at least in the field

of aeronautical engineering, it is well prepared to adjust itself to modern design requirements.

THE AIRCRAFT INDUSTRY AND THE MILITARY

The Air Force and Civil Aviation Ministries specify the performance requirements of any given aircraft, the Air Force playing by far the leading role in this respect, not only because it orders almost the totality of the production, but also because regulations require that air transports and passenger aircraft be adaptable to military use with a minimum of effort. The Air Force, therefore, needs and trains a rather large corps of military air engineers particularly skilled in development work, in general design and performance evaluation, and in actual prototype testing. It also trains air engineering officers skilled in the technique of aircraft repair and maintenance.

This training takes place at three military air academies: the Zhukovskii Military Air Academy in Moscow, the Air Engineering Academy in Leningrad and the Air Engineering College in Riga. The Zhukovskii academy, the most improved of the three, is very active in research and development on aircraft and other weapons, and trains highly skilled engineers. On the graduates of the Zhukovskii and Leningrad Air Academies rests the responsibilities of deciding what type of aircraft can or should be produced and whether a given prototype fills the bill of particulars. Since their technical competence and judgment determine the quality of the equipment of the Red Air Force, these men are selected and trained with exceptional care.

The Zhukovskii Air Academy is an elite institution of which every year some 1,600 unusually able and reliable young engineering students or engineers are assigned by the Communist Party. Upon admission the young men receive a commission in the Red Air Force Engineering Corps and the course, which lasts five years, is almost entirely on a highly advanced level, the students having already completed or nearly completed their regular course before admission. The teaching is by leading scientists, whose pay scale is considerably higher than any civilian institution's. A comparison of monthly wages reveals that the income of an academic worker is two to five times that of an industrial worker.

It should be noted that both skill in mathematics and a broad outlook in classical mechanics have been part of the Russian scientific tradition since well before the Revolution.



Seven Badger medium jet bombers show the first close-up of the rear gunner position, with visual observation panels below a small radome. Blister on aeroplane behind head of fourth pilot from the right is unidentified, but could be a housing for drogue chutes.



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engineering test pilot for North
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is already in production for the
U.S. Air Force.

"This is the first of the famous Super Sabres series to carry two men," White reveals. "The F-100F handles beautifully, and can perform the same tactical missions at the same high speeds as earlier models." The highly versatile triple-threat supersonic fighter was designed, he says, for use as a fighter-bomber, an air-superiority fighter or as a trainer. It can exceed the speed of sound in level or climbing flight.

The F-100F is the fourth model in North America's Super Sabre series, earlier models of which are now being sent to Europe to replace the North American F-86 Sabre Jets in use by Air Force units there. The Air Force's famed Thunderbirds were recently equipped with F-100C's to become the world's first supersonic aerobatic team.

The world's fastest two-man aeroplane, the F-100F was designed to be flown by one man on fighter and bombing missions. It can also carry an observer or student riding tandem in the rear cockpit. All armament controls are in the front cockpit.

The F-100F is longer than the latest previous model, the "D." It is fitted for guns, bombs and rockets, and can carry the same load as the "D."

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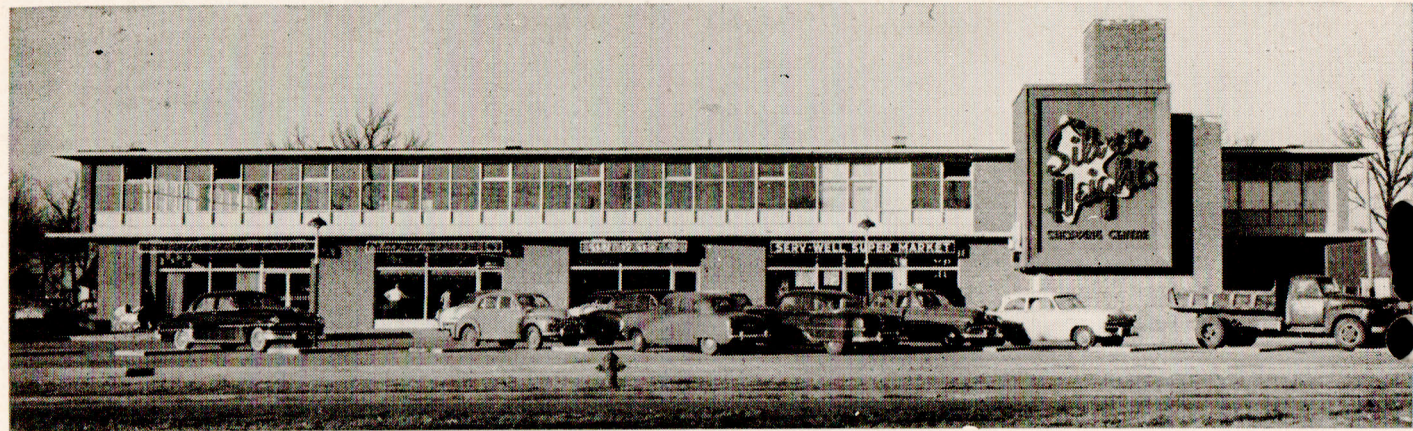
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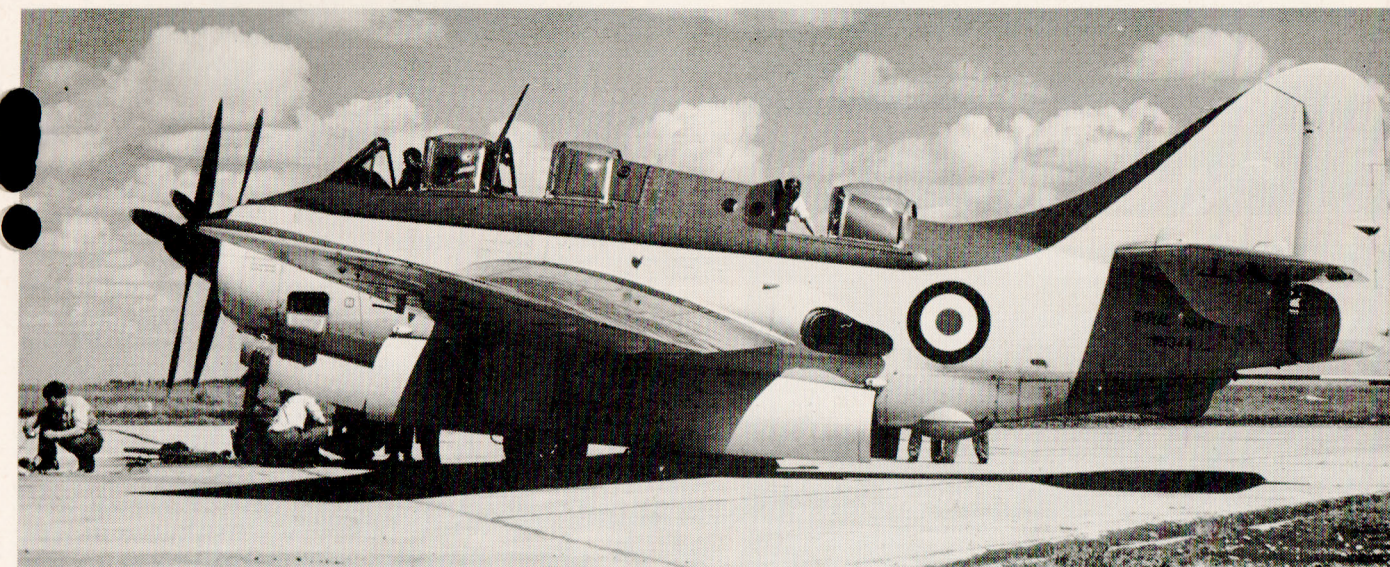
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WINNIPEG, MANITOBA

TECHNICAL NEWS

Edited by F/O MARTY PLUMSTEAD



FAIREY GANNETS FOR GERMANY

THE West German Government has officially notified its intention of placing an order with the Fairey Aviation Co. Ltd., for sixteen Fairey Gannet anti-submarine aircraft, including one operational trainer version. The total value of the order with spares and equipment is over 5½ million dollars. Authority has been given to the company to begin preparatory work to fulfil this order while the formal contract is being negotiated. Delivery will probably begin in 1958.

The Fairey Gannet is already serving with squadrons of the Royal Navy and the Royal Australian Navy and will now join, in due course, operational units of the shore based German Naval air arm. The Gannet is equally suitable for carrier or shore based operations and combines in one aircraft the ability both to search and to strike. Its bomb-bay has a capacity larger than that of an early Lancaster bomber and is capable of carrying a variety of anti-submarine weapons, including homing torpedo, mines, depth charges, sono-buoys and other stores. The operational trainer version of the Gannet is fitted with dual controls in the centre cockpit and has no radar scanner.

The Gannet is powered by an Armstrong Siddeley Double Mamba propeller-turbine.

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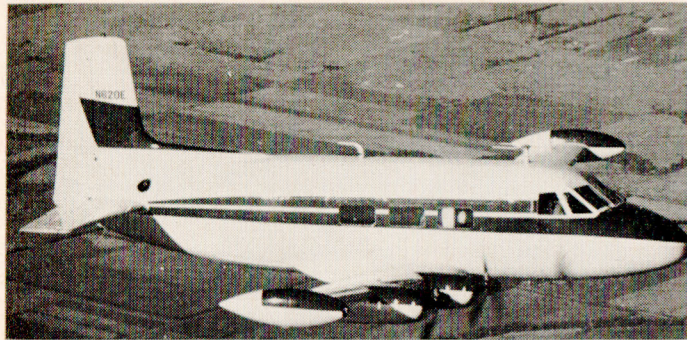
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TWO NEW EXECUTIVE AIRCRAFT

Cessna Aircraft Company's Model 620, claimed to be the world's first four-engine, pressurized executive transport, developed exclusively for the corporate market, successfully completed its maiden flight during August, 1956.

Cessna officials said the aircraft took off from McConnell Air Force Base and remained aloft for about 45 minutes. The aeroplane has been on an intensive testing program since then.



The Beechcraft Badger, a four-place twin-engine executive aeroplane with a cruising speed of approximately 200 miles-per-hour, and powered by two 180 horsepower Lycoming engines, has been announced by Beech Aircraft Corporation after the successful initial flight of the first Beechcraft Badger from Beech Field, Wichita, Kansas, on August 6.

New Look In Parades . . .

(Continued from page 19)

taken part in a parade of this nature in the RCAF, in fact I imagine it is the first time this kind of parade and inspection has been done in the RCAF."

He went on to say that it was his opinion that this type of parade might become the standard for the Air Force in the not too distant future.

We wandered around after the parade was over asking various people what they thought of the "new look in parades," and found the general opinion to be that it was a very sensible and worth while departure. Despite the fact that the parade lasted almost twice as long as the old-type parade, personnel seem to think that to be able to show off our equipment in this way is a far more satisfactory experience.

We venture to suggest that the Air Force would do well to examine the advantages of this plan, and we predict that some day, on parades throughout the country, people will say, "They started this at Winnipeg in '56, you know!"

MESSAGE FROM THE COMMANDING OFFICER

"I would like to express to all ranks my congratulations and sincerest appreciation for the excellent effort that went into the preparation for, and implementation of, the Group Commander's annual inspection, on September 4 and 5.

"The excellent spirit and co-operation that went into the preparation of our rather unique parade was clearly evident. I have nothing but the highest praise for those whose efforts resulted in the outstanding show. I was very proud of RCAF Station Winnipeg.

"The Group Commander has requested that I reiterate his praise for a job extremely well done."

(G. F. JACOBSEN) G.
Commanding Officer.

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WHAT'S NEW IN TOWN

WITH summer well on its way to the south (nice summer we had last week!) entertainment is slowly being revived around the tri-city area.

Television is slipping to a sad fate in Winnipeg. It has become a medium for sports and documentary programmes once again. The latest prediction for fall and winter is that weekly hockey games will replace Jackie Gleason and T. & J. Dorsey on Saturday nights. I guess it's a good thing that they haven't legalized Sunday sports! Our Mr. Brooks has suddenly vanished in oblivion and Sid Caesar will be restricted to American viewers. What part of Europe are we in?

The live entertainment situation is somewhat more cheerful. The Rancho Don Carlos has featured big name entertainment in the past and this year was no exception. As this goes to press the "Peg" will have enjoyed a week of fine vocal harmony supplied by "The Four Lads." October 15 brings back to town the Queen of Entertainers, the last of the "Red Hot Mommas"

ENTERTAINMENT AND RECREATION

By LAC TERRY LABROSSE

—Sophie Tucker, for a two-week stay. Other plans are not definite as yet, but Don Carlos is hoping to bring our way such groups as the Platters, The Ames Brothers, and many more. Looks like a very old but entertaining winter.

Rogers and Hammerstein's "Oklahoma" is scheduled for sometime in November but no dates are fixed as yet. The World Adventure Tours are presented periodically at the Playhouse Theatre—a good way to visit Europe and Asia for a dollar or so.

"The Bad Seed" is a motion picture that should be seen by every adult and forbidden every child. It is by far the best story on film to come around in a long while. Watch for it!

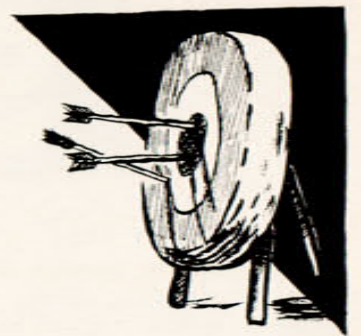
CLUB NOTES

As yet the various hobby groups around the station are not in full swing but a circular letter has been put out by the S Rec O to determine the amount of interest of station personnel in the various clubs now existing. The recreation staff are only too eager to help organize groups that are at present active, and to re-organize those that are at a stand-still because of the summer layoff.

The Drama Club should be very encouraged by the fact that a Drama Director Course was held in September at Stn. Saskatoon and was attended by four representatives from our home station. The amount of dormant talent on the station is great, and with a little encouragement we could produce several good plays this season with hopes of retaining our present trophy and possibly entering the Dominion Drama Festival next summer.

A Variety Show is planned for November and what with all of our "shower tenors" and "barrack-room comedians" we should certainly be able to put on a worthwhile show. F/O Genno will be happy to hear from anyone interested. We can well afford to get rid of a few inhibitions and let our artistic natures blossom. Technicians are badly needed as well as artists and entertainers.

How about other groups? Well, Model Railroad Club, Home Movie Club, Leather, Woodworking, Wire Jewellery, and so on—please let us know what is happening in your club, and we'll keep our readers posted on your progress.



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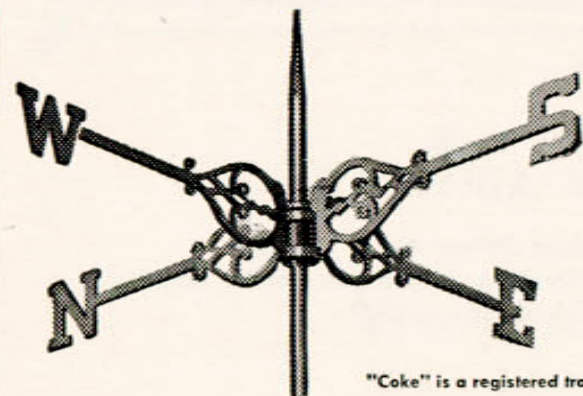
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VOLLEY BALL

At the time of writing the first volley ball meeting of the season has been called, but to date we have no further information. We would remind all sections to send representatives to future meetings so that a full league may be established.

Don't forget the volley ball coaching course. All sections are at liberty to send a man for this course, to be held just prior to the opening of the league schedule.

* * *

SOFTBALL

We have no report of the play-offs results yet, but we expect to be able to give you full coverage in the next issue of *Voxair*.

* * *

SWIMMING

The life saving classes are in full swing and there is still room for more members. Contact the recreation centre for further information.

* * *

RUGGER

We hear the station rugger team finished up in a 6-all tie with the Toronto Nomads during the September 1 weekend. We understand that both sides were a bit out of condition, but that they put up a pretty good show. There will be two teams entered in the city league this year, and we are hoping for big things from our boys.

* * *

ARCHERY

Since the last issue there has been considerable activity in the "Robin Hood" business. Moe Gillman did a grand job in taking 5th place in the Provincial championships during the long weekend, Winnipeg's Ivan Buchanan retaining his championship for a further year. The Provincial Handicap Shoot took place on August 17, at the Winnipeg Canoe Club, with quite a few of our members par-

During his annual inspection the Group Commander paused in the vestibule of the Administrative Building to examine the sports trophies in the glass case near the main entrance.



ticipating. Again Moe Gillman shone, this time with a third place for which he received a gold pin.

Well, now that holidays and leaves are pretty well over for another summer the archery lads would like to see more people at their Tuesday and Thursday evening sessions.

* * *

BADMINTON

Location is the problem at the moment. The club will either operate in the old drill hall or move to the new recreation centre on Whyteford Road. In any event the club is on the point of reorganizing for the forthcoming seasons so we advise all interested personnel to keep a close watch on DRO's.

* * *

SKEET SHOOTING

Gimli beat out our boys by a very close margin in the 14 Training Group playoffs for the finals. Unfortunately that was all the information we could get.

* * *

TRACK AND FIELD

With a very successful season behind us the track and field group are just about finished for this year.

Our heartiest congratulations to F/O Bill Keenan and Ron Daly for the fine job they did in steering to the Group and Command championships.

Lots of luck to F/C Ken West (who incidentally has now changed his name to Money) on his trip to Australia with the Canadian Olympic team.

* * *

FLAG FOOTBALL

By the time you read this, games will probably have started in the 8-team inter-section league. There will be games throughout the week with double headers at weekends, and the teams will operate on two fields—one at the rugger pitch and the other adjacent to MIR.

* * *

GOLF

The club continues with excellent turnouts on the weekly afternoon golf meetings. Scores are improving with F/L Piercy down to 76, F/O Turnbull 78, Cpl. Ford and F/O Read 79 and many in the lower 80's. The next issue should contain the pictures and results of the station golf championships held on Thursday, September 13, at the Charleswood Club.

CRICKET

It seems the boys will have to be content with the one trophy this year (they won the Fort Garry cup a few weeks ago). As was announced in the local papers a couple of weeks ago, the RAF Wanderers are taking home the league championship for the first time in their 8-year history. The best the Nomads can do with only one game remaining in the schedule is third place.

However the season has been a most enjoyable one with several of our players standing fairly high in the Association batting and bowling averages.

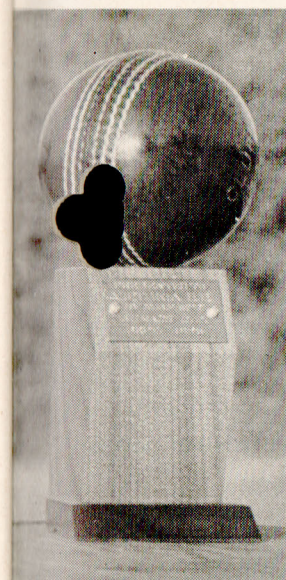
The accompanying pictures were taken during the club's annual visit to Victoria during the Labour Day weekend.



WINNERS OF FORT GARRY CUP

Standing, left to right—LAC Considine, F/C Magalhaes, A/P/O Arnold, F/O Genno (President), A/P/O Hailstones, F/O Auton, A/P/O Godwin, A/P/O Pitt, and A/P/O Richmond. Seated, left to right—LAC Staff, A/P/O Edmunds (Captain) and A/P/O Pollard.

There are many sports clubs we are not hearing from too often and we would remind the officials of these clubs that the space is available—all we want is information on their activities.



The "Nomads" presented this memento to the officials of the Victoria Cricket Association during the Labour Day weekend visit. The cricket ball was a standard match ball mounted on a walnut base and autographed by all members of the station team. It will be kept in the association's headquarters in Victoria.



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GRADUATING CLASS 5510/11 (LR)



LAC Don Parker

Standing, left to right: A/P/O German, F/C Peckitt, A/P/O Edmunds, F/C Michalyna and A. P/O Wallis. Seated, left to right: P/O Unsworth, F/C Saetherbakken, F/O Griffiths (Class Director), F/C Rudshagen and F/O Parker.

May 28, 1956 saw the beginning of 10/11 Long Range, a course obviously favoured by numerologists, as a casual glance at the date will show. As in all courses thoughts wandered to graduation day and final PT4's which we rather hoped would read something like this:

F/O Griffiths (Griff)

Appearance: Portly.
Hobby: School teacher.
Pet Hate: 5510/11.
Usually Seen: Looking for 5510/11.
Favourite Saying: "If they wanted you to use the radio compass they would have made you an R.O."

F/O Parker (Norm)

Appearance: Worried.
Hobby: Aeronautical engineer.
Pet Hate: Women.
Usually Seen: In a flap.
Favourite Saying: "On account of how . . ."

P/O Frank Unsworth

Appearance: Distinguished.
Hobby: An escort.
Pet Hate: Oxford.
Usually Seen: In adjutant's office.
Favourite Saying: "That's not true, sir."

A/P/O Bob Edmunds

Appearance: 3 days late.
Hobby: Cricket.
Pet Hate: Swedes (vegetable, of course).
Usually Seen: With editor of Voxair.
Favourite Saying: "Anyone got any fags?"

F/C John Peckitt (Peck)

Appearance: Sloshed.
Hobby: Getting Sloshed.
Pet Hate: Goddam kippers.
Usually Seen: In the pit.
Favourite Saying: "Step outside!"

F/C Peter Michalyna (Mitch)

Appearance: Rotund.
Hobby: Taxi driver.
Pet Hate: Drinking.
Usually Seen: At the Boots.
Favourite Saying: "Yes, well, of course, b . . . b . . . but . . ."

John Rudshagen (Rudds)

Appearance: Very early.
Hobby: Musician (amateur).
Pet Hate: Winnipeg.
Usually Seen: With Sam.
Favourite Saying: "Norwegian pay is in!"

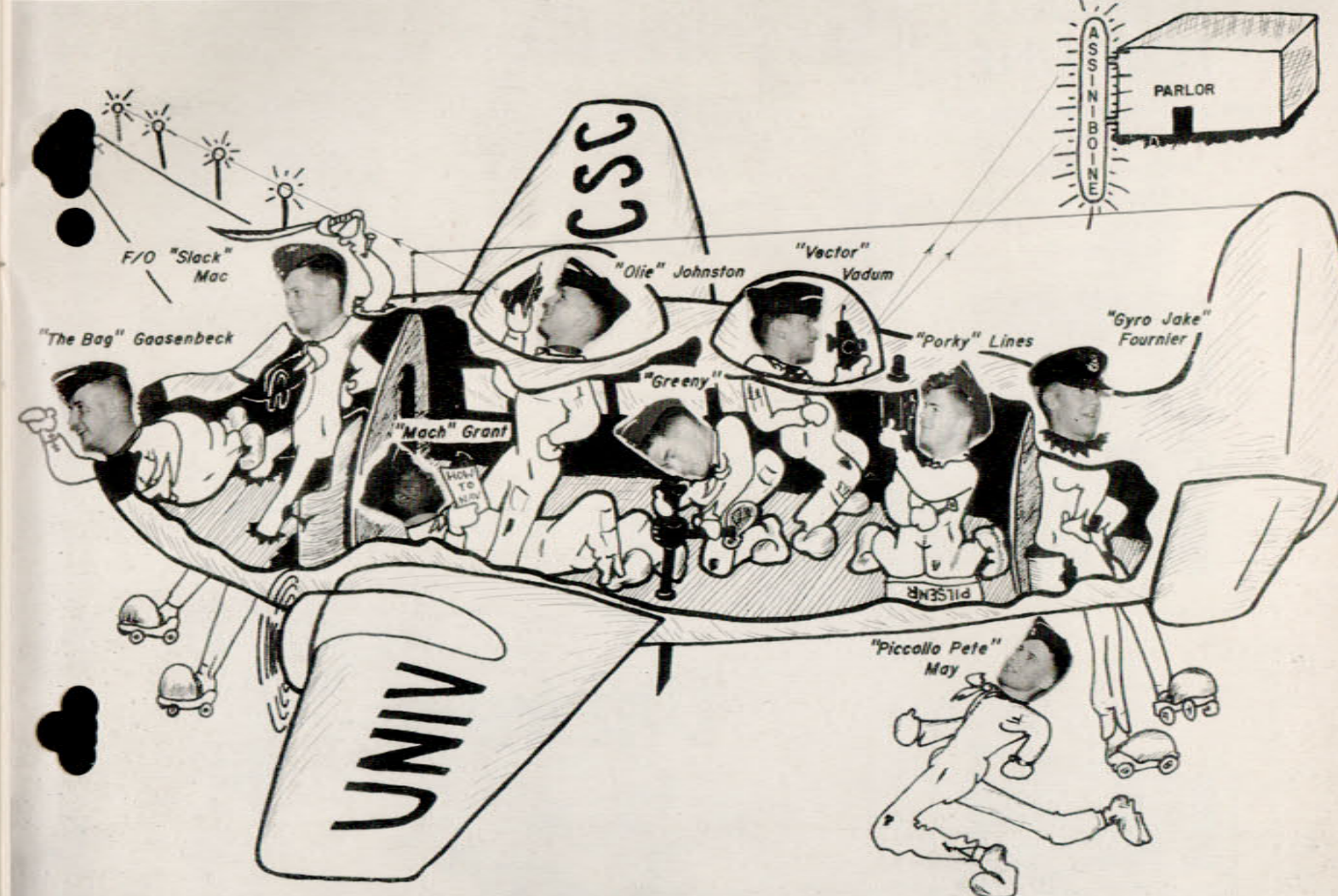
Asbjorn Saetherbakken (Sam)

Appearance: Cherubic.
Hobby: Janitor.
Pet Hate: Coke.
Usually Seen: With John.
Favourite Saying: "Can I have your meal cards?"

Adrian Wallis (Wall)

Appearance: Solid.
Hobby: Bridge.
Pet Hate: Lancashire.
Usually Seen: Behind the Yorkshire Evening News.
Favourite Saying: "What's the test score?"

GRADUATING CLASS CSC 54 (LR)



The fellows in our course are jolly and bold,
But often, yea often, they have to be told
"Clean up your rooms, so they're spick and they're span,
With broom and mop and wax in a pan."

Our boys number seven, once there were nine,
And all this is true that you read in this rhyme.
There's "Olie" Johnston and Gordie or "Vector," his mate,
and "Piccollo" Pete who always comes late.

Now Gassie "The Bag" and "Porky" Lines are here,
With Greeny and Gyro, who both like to steer,
Gyro Jake in his Dak, old Dave in his Dodge,
And all of we seven end in a hodge-podge.

We came here in May from far and from near,
All nine, with "Much" Grant and Mac-Isaac, were here,

And seven in August now line up for wings,
But there are two of our number without those darned things.

Now come September we'll all disappear,
And soon of we seven you won't even hear,
For far from the Prairies and far from the 'Peg
We'll all be out slaving just to get ahead.

Oh, say, won't you say, "Oh, where are they now?"
Those seven, yes, seven, from street-car and cow,
Who met in old 'Peg to form up a course
Have good times together, get pickled? Of course!

CSC and University of old fifty-four,
Ain't here and ain't nowhere and just ain't no more.
We are all finished and soon out of here
We'll go, sad and happy and will ne'er reappear.



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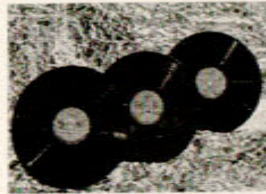
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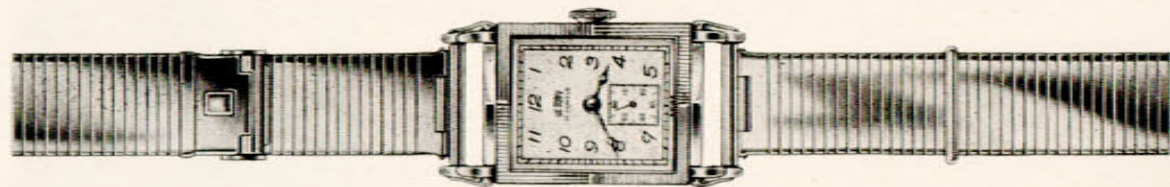
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